



# Hongkong Daily Press.

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a716

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[a24]

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[a25]

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[a36]

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[384.2]

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Hongkong, 4th January, 1912. [157]

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Hongkong, 1st September, 1910. [a39]

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Private and Public Bars.

Three First Class Billiard Tables.

Kowloon Picnic Parties Catered For,  
on due Notice being given.

Indian Cakes a Speciality.

M. J. NATHAN,  
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Kowloon, 30th May, 1912. [a536]

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Hongkong, 1st March, 1912. [389]



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
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No anonymously signed communications that have already appeared in other papers will be inserted.  
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## MARRIAGE.

On April 27th, at Sacramento, Cal., ALFRED HUMPHREYS to EVELYN S. ANDERSON.

HONGKONG OFFICE: 10A, DES VOGES ROAD  
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 30TH, 1912.

The establishment of *likin* stations on the Chinese section of the Kowloon-Canton Railway, mentioned in our yesterday's issue, is a surprising development, and it is strange that the collection of *likin* should have been in force now for nearly two months before the Chinese merchants whose business is thus handicapped began to raise a storm of protest against this iniquitous innovation. That it should have been introduced by the Republican authorities is astonishing because it has not only been the boast of the Republican leaders that they intended to remove all obstacles to trade, but *likin* has been especially denounced by the Minister of Finance in his recent public speeches. The imposition of *likin* on railway goods traffic is, obviously, injurious to the interests of the railway, for the waterways are free of such obstructions and traffic is consequently certain to be diverted, to the detriment not only of the Chinese section of the line, but of the British section of the line as well. That being so, it gives the Hongkong Government a special right to protest against the collection of *likin* on railway goods traffic passing into Chinese territory, as well as to protest on the more general ground that the imposition of *likin* duty is in flagrant disregard of Treaty undertakings, as well as contrary to the declared policy of the new Government. We understand that these stations have been established at points

on the line not so much for the purpose of raising revenue as to provide employment for disbanded troops, and we have heard it said that there are between 500 and 600 men attached to these stations. If this is the way the new Government is to give encouragement to trade and commerce, there is clearly little hope for improvement on the old conditions. As far back as 1903, when the Mackay Treaty was concluded, the Chinese Government undertook that all barriers of whatsoever kind collecting *likin* or such-like duties should be permanently abolished on all roads, railways and waterways in the Eighteen Provinces of China and the Three Eastern Provinces. Now, under what has been proclaimed as a Government of more enlightened views—a Government which has pledged itself before the world to remove all obstacles hampering trade and commerce, and especially to abolish *likin*, we actually find the iniquitous system being extended! And in the Province which is regarded as the birthplace of the Reform movement, too! As our readers are aware, goods traffic on the Kowloon-Canton railway has just begun to show signs of development. The establishment of *likin* stations along the Chinese section of the line can but serve to throttle it in its infancy. Anything more foolish than this it is hard to conceive. Surely the Canton Government must perceive, if it considers the subject at all, that it is highly desirable, from the point of view of its own financial interest, to do all that lies in its power to foster and develop traffic on this line; and, further, that in so far as it does anything to check that development it is guilty of a serious breach of faith with the Hongkong Government, who own the British section of the railway, and have a right to expect on the part of the Chinese authorities the fullest co-operation in fostering the increase of freight traffic over the line to the mutual advantage of the joint-owners—and the public at large. We presume some representations have already been made on the subject both by the financial corporation interested in the Chinese section of the line and by the Hongkong Government, though we have not actually heard of any such action having been taken. It is much too serious a matter to be ignored by either of the interested parties, and we are disposed to think that when the matter is placed in its proper light before the Canton authorities they will recognise the force of the arguments and abolish these *likin* stations for ever.

Small-pox has now disappeared from the city of Victoria, but two cases were reported last week from other districts.

Dr. Sun Yat-sen left Macao for Shanghai on Monday and was evidently delighted with the cordial reception he received in the Colony.

Mr. G. Warren Swire and Mrs. Swire left Shanghai last week for Home, travelling via Siberia. A large number of friends, including many of the staff of Messrs. Butterfield & Swire, assembled at the jetty to bid them farewell.

A Chinese was charged before Mr. Irving yesterday with being in possession of a quantity of opium. His excuse was that he had been given the opium by a friend who wished to cure himself of the smoking habit. A fine of \$5 was imposed.

Four men who were taking water from a street hydrant yesterday quarrelled among themselves, and were cautioned by a lunkong. They immediately turned on the constable and threatened him with violence. Mr. Irving fined the men \$2 each.

An Indian was charged at the Magistrate's yesterday with having stolen a promissory note for \$200 from a house in Caine Road. Mr. R. Harris appeared for the complainant. The note was said to have been taken from a box. The case was remanded.

A Chinese was charged yesterday with being in unlawful possession of 45 cetties of rice, and also with having offered a bribe of fifty cents to a constable. The first case was dismissed, but on the second charge a fine of \$10 or a month's imprisonment was inflicted.

A cable from London was received in Singapore last week announcing the death of Mr. C. B. Buckley, the *dayen* of the European community of Singapore, and the honorary adviser to the Sultan of Johore. The Straits newspapers publish long and highly laudatory accounts of his career.

Two men were charged before Mr. Melbourne yesterday, at the instance of the Sanitary Board, with stealing water from the Western Market. This water stealing has become fairly common since the supply to the Chinese was curtailed, and the fine of fifty cents, which the Magistrate inflicted on both men, was merely by way of a warning that the rights of the market people must not be violated.

Return of visitors to the City Hall Library and Museum for the week ending the 26th May, 1912:—

	Library.	Museum.
Non-Chinese	347	144
Chinese	144	2,610
Total	491	2,754

The death is reported from Hankow of Mr. Alexander C. Tweedie, Secretary of the British Municipal Council there. He was found in a state of collapse in his chair at the office on May 26th, and died of heart failure soon after arriving at his residence. The Hankow newspapers speak highly of Mr. Tweedie's seven years' service to the British community.

Thieves in Shanghai seem to have made a dead set on the lawyers last week. The residence of Mr. J. E. G. Douglas was entered and robbed of a few things; and the residence of Mr. Duncan McNeill was burglariously entered, but the thieves appear to have been interrupted and made off with only a few articles belonging to the servants. Mr. McNeill is at present absent from Shanghai, and his house was occupied by Mr. Loftus Jones and Mr. E. S. Moberly Bell, two solicitors.

Fr. Liebe, a retired missionary, who had spent many years in India and Japan, died on May 3rd after drinking some brandy. He told his housekeeper that he was feeling unwell and that he intended to take some brandy. His heirs, on looking through his belongings, were astounded to discover that he had in an old chest treasures to the value of \$75,000. Among the articles in the chest were 230 sapphires, 217 diamonds, 164 tourquoises, 50 opals, many rubies and pearls, and a chalice encrusted with 438 gems.

## A HARBOUR MYSTERY.

ROBBERY ON A JAPANESE STRIKER.

It was rumoured early yesterday morning that a remarkable and daring armed robbery had taken place on board the s.s. *Nashu Maru* of the Osaka Shosen Kaisha. It is stated that the "strong room" was broken open by six armed men, who held up the quartermasters and tally clerks at the point of the revolver, and took away from the ship a quantity of opium and medicine to the value of \$92,000. The robbers are said to have bound two quartermasters, two firemen and four tally clerks, with ropes. Another quartermaster is reported to be missing. The Water Police who have charge of the case, have detained ten of the crew.

## ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

L. F. Cooke	\$10
G. Tisdall	10
J. R. Wood	10
E. A. Irving	5
Jorge & Co.	5
Dr. Chadwick Kew	5
Kuhn & Komor	5
E. Neidhardt	5
R. S. Piercy	5
Sonnet Freres	5
Ullmann & Co.	5
F. D. Kotewal	5

## CORRESPONDENCE

## THE B.O.C. SPORTS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—In glancing over two of the local papers of the 27th inst., I noticed a correspondent asking, "What is an Open Race?" The letter was signed by Mr. Lester, of the Royal Engineers. In reply I beg to state that my Committee were compelled to refuse Mr. Lester's entry for the following reasons:—

(1) Owing to Mr. Lester admitting himself to be a professional, when our sports were held under the rules of the A.A.A., and (2) owing to his entry fee of \$1 not being sent to me, which he asserts having sent in his second letter.

In the correspondence he mentions that he is willing to challenge anybody in the Colony for any distance, for any amount of money, and that he is willing to back himself. This is sufficient proof of him being a professional rider, for an amateur cannot, under any circumstances whatever, challenge a person to ride for money. If this is done the amateur would no longer be able to claim amateurship, but would enter into professional status. I also wish to mention here that Mr. Lester is absolutely wrong in thinking that his entry was refused because others who have entered were afraid of being beaten. The just reasons for the refusal are given above.

I desire the public to know that our sports were not held in order to give any special person the opportunity of winning a race, but were strictly confined to all amateurs and held in a sportsman-like manner.—Yours, etc.,

A. R. ELLIS,  
Hon. Secretary,  
Boys' Own Club.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE LONDON TRANSPORT WORKERS' STRIKE.

SITUATION UNCHANGED.

LONDON, May 29th.

The situation at the docks is unchanged. The special police patrols are conspicuous, and this is resented by the strikers. The business at Smithfield is almost normal, and there are no difficulties in distributing throughout the metropolis. Chilled meat has risen two-pence to fourpence a stone, but other meats are unchanged.

Mr. Ben Tillett threatens a national strike unless the conference at the Home Office, this afternoon is satisfactory, but it is widely suggested that the leaders are talking loudly to encourage their followers.

The Government has convened a conference of all the parties to the strike to be held on Friday. Otherwise the situation has not materially developed.

## SECURING THE MEAT SUPPLY.

The police to-day vigorously guarded a procession of meat carts to the docks and scattered the strikers who attempted to cut the traces after throwing missiles.

The only account of the conference between the Strike Committee and Mr. McKenna is the Committee's version, which represents Mr. McKenna as saying that they must allow some food to be brought into London. The Committee thereupon asked what food, so that they might co-operate with the Home Office, as they realised that food must be unloaded. Mr. McKenna is also represented as declaring that he had no intention of using the military. The Committee promised to do its utmost to prevent violence. The willingness of the Committee to allow certain foods to be unloaded is interpreted as an appreciation of the Government's desire to secure the food supply and also as an appreciation by the Committee of the hostility which a rise in the price of food would create against the strikers.

Yesterday's disorderly strikers were fined £10 or one month's imprisonment.

## SIR EDWARD CLARKE'S REPORT.

Sir Edward Clarke, K.C., in his report on the strike, finds for the men on five of the seven disputed points. He expresses the opinion that much of the trouble in the case of the employment of the non-unionist on the 25th was due to a breach of the agreements providing for reference of disputes to the Board of Trade.

Mr. Sydney Buxton, in a covering letter announcing a conference on the 31st inst., asks the Transporters Union to adhere to their agreements, and to resume work now that Sir Edward Clarke has cleared up the misunderstandings regarding agreements.

The Strike Committee last night decided to attend the conference, but requested Mr. Buxton to meet the committee to-day.

## GOVERNMENT INSISTS ON MAINTENANCE OF ORDER.

A statement by the Home Office denies the allegations made in a manifesto by the strikers on the 28th inst., and says it must be understood that the Government insists on the maintenance of order, and will use all the resources at their disposal to ensure a food supply for London.

## THE ATTITUDE OF SHIPOWERS.

Sir William Nelson, of the Nelson meat-carrying line, in an interview, said the shipowners had their backs to the wall, and refused to be a party to any compromise between the Government and the strikers. He would lay up his ships if the Government made any bargain with the strikers.

The Port of London Authority, in a statement, refuses to discriminate between unionists and non-unionists, and threatens, if the strike continues after May 31st, to pay off its employees.

[THROUGH REUTER'S AGENCY.]

## HOW MR. ROOSEVELT FEELS.

LONDON, May 29th.

Mr. Roosevelt, who has returned to New York, has stated that he is feeling after the campaign like a "moose bull."

## THE DECLINING BIRTH-RATE IN FRANCE.

PARIS, May 29th.

The birth rate in France last year was more deplorable than ever. Deaths exceeded births by 34,868.

## A CINEMATOGRAF DISASTER IN SPAIN.

LONDON, May 29th.

Reuter's correspondent at Madrid telegraphs that a cinematograph fire occurred in the town of Villa Real. The room, which had only one exit, was crowded with 180 people. In the panic eighty were killed and many others seriously injured, some being in a dying condition.

## THE LATE DUKE OF FIFE.

LONDON, May 29th.

The will of the late Duke of Fife has been proved at £1,000,000. The contents were not disclosed.

## LORD HALDANE IN GERMANY.

LONDON, May 29th.

Lord Haldane remains at Göttingen visiting the scenes and friends of old student days.

## TRIANGULAR TEST CRICKET.

LONDON, May 29th.

In the first triangular test match Australia beat the South Africans by an innings and 88 runs. The latter only made 265 in the first innings, Faulkner having an unfinished 122. The South Africans followed on, making 95. Matthews performed the hat trick in both innings.

## WHIT-MONDAY CRICKET.

LONDON, May 29th.

Middlesex beat Sussex by an innings and 48 runs at Lord's. Yorkshire won from their old rivals of the red rose by ten wickets at Bradford.

## DEATH OF A NOTABLE CHINESE.

News has reached China of the death of Dr. Yung Wing of Hartford, Connecticut, from apoplexy, at the age of 83. He was born in Kwangtung and received his primary education in Gutzlaff School in Macao. Some time after his graduation, he went to the United States and joined the Yale University, where he was graduated in 1864, being the first Chinese graduate of a foreign university.

After his return to his native country, he was sent abroad in 1864 by H.E. Tseng Kuo-fan, then the Viceroy of Kiangsu, to purchase machinery for the Kiangnan Arsenal at Shanghai. After many persistent attempts, the *Peking Daily News* says, he succeeded in persuading the Chinese Government to send students to study abroad, and in 1871 he was appointed Chief Commissioner of the Chinese Educational Mission to the United States, taking with him the first batch of Chinese Government students, among whom were Dr. Jeme Tien-yao, Mr. Liang Tun-yen and Mr. Tang Shao-yi, the present Prime Minister of the New Republic of China.

In 1876, Dr. Yung Wing was appointed Associate Chinese Minister at Washington, and returned to China in 1882 to submit a report of the Educational Mission to the Peking Government. He was subsequently, in the seventies, investigated into the coolie traffic, and as a result of his report the said traffic was shortly afterwards abolished.

Some time about 1900 he was actively connected with the revolutionary movement in Hankow and along the Yangtze valley. After the decapitation of Mr. Tang Tsai-chang and others, the movement was frustrated by Viceroy Chang Chih-tung, and Dr. Yung Wing was obliged to leave Shanghai, where the revolutionaries had made their headquarters, and took refuge in various hospitable lands along the China Coast. He went to the United States soon after and has been in Hartford ever since, living in perfect retirement.

Dr. Yung Wing was a ripe and learned scholar, and was one of the most respected Chinese both in the United States and in China. He may practically be considered the regenerator of the Chinese intellectual world, for it was through him the Chinese mind was given the opportunity to receive the up-to-date civilization and scientific knowledge of foreign lands. He was fitly described by some as the "Grand Old Man" of New China, and New China owes much to Dr. Yung Wing, whose death will surely be felt throughout the country and mourned by all who appreciate his valuable life-work, especially in promoting education in this land.

[THROUGH REUTER'S AGENCY.]

## "TITANIC" LESSONS.

REPORT TO THE WASHINGTON SENATE.

LONDON, May 29th.

Senator Smith who was Chairman of the Senate Committee of Inquiry into the *Titanic* disaster, in a speech in the Senate at Washington presented his report. He holds that the laxity of the Board of Trade regulations were largely responsible for the disaster. He charges Captain Lord of the *Californian* with a lack of vigilance and says that he could have saved all who were on board the *Titanic*. He states that there was a complete lack of discipline after the *Titanic* struck, that some junior officers left the ship at the earliest moment, whilst some men entrusted with the care of passengers deserted the ship as soon as possible. He makes a series of recommendations, for instance, fixing steamer lanes, doubling the number of wireless operators carried by ships and increasing their pay, better life-saving equipment, stronger construction, and powerful searchlights. The effect of the speech was somewhat marred by rhetorical phraseology.

## MEDAL FOR THE CARPATHIA'S CAPTAIN.

LONDON, May 29th.

A Washington telegram states that the Senate has passed a vote of thanks and Congress has appropriated a thousand dollars for a medal for the Captain of the *Carpathia*.

## SENATOR SMITH.

ART OF "BUTTING IN."

A professional politician of a familiar American type, and a past master in the art of "butting in," is the description bestowed on Mr. William Alden Smith, who conducted the *Titanic* enquiry.

Mr. Smith, it appears, is a self-made man of great wealth. He was born in 1850 of good family, but his parents suffered reverses and he and his brother commenced at an early age to sell newspapers and popcorn. He became a telegraph messenger, and was then appointed page to the Michigan House of Representatives. He studied the law quickly, and four years later was admitted to the Bar. He was fortunate enough to attract the attention of Col. Pierce, a prosperous business man, of Grand Rapids, who gave him a new suit and permitted him to pay for it in pennies. Mr. Smith's progress was rapid, and it was not long before he was able to pay his debt of gratitude to Mr. Pierce by having him appointed Sergeant-at-Arms in the House of Representatives.

Apart from his political work, he is a business man of high order, and has built two short railways. He became vice-president of a local bank and acquired the ownership of the *Grand Rapids Herald*, the newspaper which he hawked when a boy.

As a Congressman Mr. Smith has always been noted for his intense solemnity. From the outset of his career at Washington he has impressed people with the ever-present consciousness of the importance of the mission he seemed to feel. One of his colleagues recently remarked that the responsibility for the national welfare rested exclusively on his (Smith's) shoulders.

When the Spanish war was brewing Mr. Smith went to Cuba on a self-appointed mission of investigation, and returned to Washington a vociferous advocate of intervention. He is, in fact, always vociferous. His speeches are delivered in stentorian tones, he is accompanied by the wildest kind of gesticulations, and are seldom prepared. The generously coloured invective of the Senator's explosive utterances is invariably inspired by an apparently invincible belief that the speaker has a message of vital importance to deliver, but the impression he creates is ephemeral. No matter what subject is under debate, whether he knows anything about it or not, he is sure to be found on the list of speakers. His self-imposed burden weighs on him, and he is rarely seen in the cloak-room, where the senators meet in leisure moments to gossip and smoke. He vibrates constantly between his office and his seat in the Senate. His denunciations of violence are frequently in the debates, but until the evidence in the debates, but until the recent investigation he has never succeeded in occupying a position of any national or international importance.

## THE RIGHT TO SMOKE.

A unique petition has been addressed to the British Embassy in Washington by thirty-one British workmen in Zion City, whom religious fanatics have forbidden to use tobacco. Smoking is contrary to the religious tenets of the Zionists, and for nearly a week a violent warfare was waged between the elders of the Church and their followers and the employees of a lace factory, who demand the right to smoke.

Outside the gates of the factory the Zionists erected platforms, and led by their overseer, Mr. Voliva, made a determined attack on the smokers as they left their work. Clubs were freely used, and there were many broken heads on both sides. Two Englishmen who refused to throw away their cigars were seized by Zionists and dragged through the streets as a public exhibition, while the Church choir sang "We are marching to Zion."



## SUPREME COURT.

Wednesday, 29th May.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ  
(PUNISH JUDGE).

## THE VERANDAH CASE.

The hearing was resumed of the action in which Alexander Kotas, George Maidonis, and George Tsamtsanopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Defendant was cross-examined by Mr. Potter.

Part of the alterations which you contemplated was the erection of a verandah? It was added to the plan.

It was part of the plan?—Yes.

Therefore you contemplated the verandah as part of the alterations?—It was an addition.

You contemplated it as part of the alterations?—Yes.

And as such would be shown to tenants by Mr. Hazeland?—Yes.

You imagined that the verandah would be built for \$800 or \$900?—Yes.

You know that Mr. Hazeland showed the plans to a number of people—not only to the plaintiffs, but to a number of other people?—Yes.

You agree with Mr. Hazeland, I suppose, that a verandah would be of considerable value to the bottom floor of the old Post Office?—Yes.

You know you would be more likely to get tenants for a lower floor if there were a verandah?—No.

If there was a verandah there would you charge more, or less, rent for the lower floor than if there was no verandah?—The same price.

What rents are you getting at present for the upper floors?—I rent one portion for \$80, one for \$55, one for \$45, and one for \$75.

Are there any other tenants?—There are some rooms which are not occupied.

So your total rent for the top floor for the parts occupied is \$225?—Yes.

How much is vacant on the top floor?—Three rooms.

How much rent are you getting from the bottom floor?—For one portion \$360, another \$375, another \$120.80, another \$45, and another \$40.

Then roughly you are getting five times—but that does not matter. In estimating your rents you naturally took into consideration those sums spent in alterations?—Yes.

You took into consideration \$800, the price of the verandah, as well as the alterations, in arriving at your rent?—Yes.

You found afterwards that the verandah would in fact cost more than \$800 or \$900?—Yes.

Counsel afterwards addressed the Court, and his Lordship reserved judgment.

## LAUNCH OF A GERMAN BATTLESHIP.

KING OF SAXONY PRESENT.

BERLIN, April 29th.

The German battleship *Brandenburg* was launched from the Schichau yards at Danzig yesterday, and named *König Albert*. A speech was made by the King of Saxony and the launching ceremony was performed by his sister, Princess Mathilde of Saxony. Among those present were the German Crown Prince and Crown Princess, Grand Admiral von Tirpitz, Secretary of State for the Imperial Navy, and numerous military and civil officials, including representatives of Saxon regiments and societies.

In his speech the King of Saxony recalled the honour which had been his six years ago when he had been asked to make a speech at the launch of a steamer of the mercantile marine. His emotion was still deeper on this occasion, when the ship was a battleship representing the might of the German Empire and hearing witness to the tireless zeal for the Empire's prosperity and defence which characterized the Emperor. It was especially gratifying to him that the Emperor had wished to connect the House of Saxony with "one of the most remarkable features of his life's work," and to name a ship of the Imperial Navy after a Saxon King who had been a leading spirit at the time of the founding of the Empire.

The *König Albert* belongs to the programme of 1910. She was ordered from the firm of Schichau, of Danzig, in the spring of that year, and laid down in the following July, shortly after the launch of the *Oldenburg* from the same yard. The other two battleships of this programme are the *Kaiserin*, launched November 11, 1911, and the *Prinz Regent Luitpold*, launched February 17th, 1912. It is understood that these vessels will be of similar dimensions and carry a similar armament to the *Friedrich der Grosse*. The *König Albert* is the 13th German battleship of the Dreadnought type to be put afloat.

## ALLEGED THEFT OF CHITS.

CONSTABLE AND TWO CIVILIANS CHARGED.

Before Mr. E. A. Irving at the Magistracy yesterday, Constable Edward Parden, Michael Richard, and Robert Jackson were jointly charged with the theft of a cigar box containing a number of chits, and with behaving in a disorderly manner at 44, Lyndhurst Terrace, on May 14th.

Mr. Irving advised the constable to plead not guilty to all charges.

Mr. King, Assistant Superintendent of Police, who conducted the prosecution, said the facts were, briefly, that at about 1.30 a.m. on the 14th inst., the three defendants, who were under the influence of drink at the time, went into the servants' quarters and asked for a drink. They had a whisky and soda. The coolie who served them then left the room, and shortly after the No. 1 boy went to his desk, in which he kept a cigar box containing chits. He found that the box had gone. He reported the loss to one of the coolies, who said the Europeans had gone, one of them wearing his hat. Another coolie stated that he saw one of the defendants carrying the cigar box.

Mr. Irving—Was the first defendant arrested under the Police Ordinance of 1900? Is he a special constable?

Mr. King—Yes, he is a special constable.

Mr. Irving—The first thing you have to do is to prove that he is a constable, in order to charge him under Ordinances 11 and 12 of 1900. If he is a special constable appointed under the Peace Preservation Ordinance, which is no longer in force, he ceases to be a constable.

Mr. King—The special constables were sworn in again for a further period.

Mr. Irving—Is he an ordinary constable?

Mr. King—He is a police officer, coming under the Police Ordinance.

Evidence was then called.

The No. 1 boy of the house said he was busy at the time the defendants called, so he instructed a coolie to serve them. They were served with three whiskies and sodas. The men had been drinking when they came in. The third was the worst. The first defendant was not in uniform. Witness returned to his room a few minutes after and found that defendants had gone. The key to the desk was in the hole but not turned. He asked his No. 3 boy if he had seen his box, and the boy replied that he had seen three Europeans with it.

Mr. King—Did you know these men?—I have seen the first defendant twice, and the second a good many times, but I have not seen the third before.

Witness, replying to a further question, said he saw the three defendants himself and noticed that the first defendant had the box under his arm.

Mr. King—Are you certain it was your box?—Yes.

Mr. King—How?—

Witness—I asked him for it back, and told him there were chits inside. He gave the box to the third defendant. The second man said, "Never mind, I will get them to give it back to you." I have never had the box back, as the third man took it away. Two days after, the first two defendants came to my room and told me that the man who took the cigar box away had torn the chits up.

Witness said he identified the third man at the gaol among five other Europeans.

Mr. Irving—Have you to make good any money on this box?

Witness—I am afraid I may have to make compensation.

Witness added that he actually saw the first defendant with the cigar box under his coat. The reason why he did not call for assistance was that he thought defendant was joking. As a matter of fact, the second defendant said he was joking.

Constable Parden, in defence, detailed his movements on the night in question, and stated that he saw defendant Richard carry the cigar box out of No. 44 and proceed to tear up the chits contained in it.

Richard said he had no recollection of the affair, and Jackson deposed that he remembered nothing after leaving Parden at about 8 p.m.

Mr. Irving—I do not think there is sufficient evidence to convict them of larceny. The second and third defendants are discharged, as there is nothing against them. Parden is discharged on the first count, but is fined \$50 or a month on the second. I may say that I do not think there was any intention to ultimately deprive the owner of the box.

## THE PLAGUE EPIDEMIC.

There were 189 cases of plague reported in the Colony for the week ended May 25th. Of these 197 were Chinese, 1 Indian and 1 Malay. The deaths numbered 108. In the City of Victoria the number of cases reported was 131, the remaining 78 being in other districts. The total number of cases since January 1st is now 1,058, and the number of deaths 551.

## PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

Paris, May 3rd.

## A NEW TERROR FOR AVIATORS.

"Necessity is the mother of invention." The idea of training eagles to destroy aerial craft is distinctly original. The French, as the pioneers of aviation, have added a new terror for aviators in war time. Far more effective, in every sense of the word, than special guns, are eagles. Several officers of the military aviation corps at Nice, *L'Armée Moderne* tells us, have trained six eagles to destroy aeroplanes or dirigible balloons, no matter at what height the latter may be travelling. The birds in question are first accustomed to the noise of the propellers and gunshots, after which tempting bait on model balloons are placed, when the eagles are taught to rush furiously at the machines and tear them up as they would tear up their prey. For a long time French military authorities have been trying to discover something that could be relied upon for wrecking flying machines. In spite of the special guns invented for the purpose, it is generally considered impossible to fight against aeroplanes, or even dirigible balloons, which have only to take the precaution of getting out of range. Eagles constitute the latest formidable adversary; they can reach as high, or even higher, than the air craft can possibly rise. "There is no aeroplane," says *L'Armée Moderne*, "and above all no dirigible, which can withstand such an attack. Given the rapidity of an eagle's flight, and the strength of its beak and claws, there can be no doubt that a company of properly-trained eagles could annihilate, in a few instants, the most powerfully-equipped aerial fleet." True, the eagles run the chance of being shot or otherwise killed by aviators; but a sudden rush of birds cannot all be destroyed at once.

## LABOUR DAY.

To the great surprise of everyone here "Labour Day" passed off quietly; the timid, fearing trouble last Wednesday, left Paris the previous day for the country, with the intention of returning as soon as order was restored. Fortunately nothing serious happened either in the capital or the provinces. On the contrary, for the first time the Paris labour leaders decided to let children take part in the Labour Day meetings, and most of the preparatory schools in the working-class quarters of the city were empty. Pretty memento cards and other souvenirs were distributed to school-children in the afternoon at the headquarters of the Confédération Générale du Travail. Four thousand Paris automobile chauffeurs observed the 1st May by leaving their vehicles in the garage. To strangers in Paris one of the most noticeable features of the day was the predominance of lilies of the valley. In the streets almost everybody one met wore this beautiful scented little blossom. Contrary to what was at first supposed, the wrecking of the Paris express or English boat train which left the Gare du Nord for Calais at 9.50 a.m. last Wednesday was not the work of Socialists or the outcome of sabotage, but was due to the breaking of one of the points. The train, which was travelling at the rate of 90 miles an hour, was passing through St. Denis, a few miles outside Paris, when the dining-car attached to the train jumped the points 300 yards from the station. The shock split the train into three portions. Happily no one was killed, though several were more or less severely injured from shock and broken glass. The wounded were at once entrained for Paris along with the other passengers, and a fresh start made for England with as many as were able to travel. The accident was at first described as alarming and a Labour Day outrage, owing to some of the rails being "purposely" removed. The police believed it to be the diabolical work of Anarchists, until it was afterwards found out that the rails were loose at that particular spot and had given way.

## THE ACCIDENT TO M. VEDRINES.

The world's most famous aviator—Jules Vedrines—had a most miraculous escape from death last Monday morning, as he started on a flight from Douai, in the North of France, to Madrid, for the Pommery Cup—a feat which the famous aviator intended accomplishing in 24 hours. The weather was anything but in his favour; after waiting nearly an hour and finding the wind did not abate, he rashly decided to make a start. Climbing into his 100 h.p. Duperdussion monoplane, at 5.15 a.m., he rose magnificently, and set his course towards Paris, where he arrived exactly an hour later, having covered 123 miles. Thus, he realised a prophecy which he made in January last that he would attain a speed of 120 miles an hour before the end of the year. The circumstances of the mishap were dramatic. A sudden gust of wind threw the aviator to the ground, and he fell in front of the locomotive of the Paris-bound train, which managed to pull up only just in time, otherwise he would have been cut to pieces. Another account says that the mechanism was at fault. His succourers were astonished to find that the apparently dying man was no other than Vedrines, the bold and audacious pet of the French nation. Though unconscious from the fall of 600 feet, he was not dead; he was carefully lifted into the train for Paris, where he received every possible care. At the Lariboisiere hospital adjoining the Gare du Nord railway station, the surgeons thoroughly examined him, and decided to at once operate on him. He underwent the delicate operation of trepanning with success; it was not until yesterday that the doctors pronounced him out of danger—which gratifying news spread like wildfire. He is actually progressing favourably, and will soon be himself again. Vedrines never had such a narrow escape in his life. The Minister of War decided to confer on Jules Vedrines the Cross of the Legion of Honour. As already remarked, he succeeded in reaching the outskirts of Paris before the accident happened. When over Epinay, just outside Paris, he described a great circle above the railway line, and then began a "volplane" with the intention of landing on some open country near the railway. As he approached the earth, however, he found that he could not land without fouling some telegraph wires, and he endeavoured to start his engine in order to re-ascend. Before he could do so, however, the aeroplane dived suddenly and the left wing struck a telegraph pole. Vedrines was thrown violently on the railway line below, his head coming in contact with the rails, just as the Paris express was in sight. The frantic waving of flags and shouting attracted the attention of the engine-driver, who succeeded in bringing the engine to a standstill a few yards from where Vedrines was lying unconscious.

## THE MOTOR-CAR BANDITS.

Last Sunday saw the end of the bandit Bonnot, the "Phantom Chauffeur," as this criminal has been described. Only a few days previously he had killed detective-inspector Jouin, who had tried to arrest him, and wounded two more detectives. After this deed, he escaped out of a window, to a garage situated a short distance away and owned by a certain Dubois, also a great villain. The police, having traced him to this place, besieged it, and shots were freely exchanged between the two criminals, the soldiers, police, and other armed citizens. While this firing was going on, a daring lieutenant, under cover of a cart laden with straw, placed three dynamite cartridges under the garage, lighted the fuse, and made good his escape with the rest of those with him. Soon the whole place blew up, and firing ceased. Neither Bonnot nor Dubois committed suicide, as at first reported, but were killed by the bullets from the attacking party. Three more of the Anarchists or motor-car bandits are being hunted for; they are all well armed, but any day may come the news of their being besieged and killed in turn. As was the case with Bonnot, they will fight to the bitter end—and they are reported to have quite an arsenal behind them. Bonnot is to be avenged, say Anarchists, who swear to blow up one of the rich quarters of the French capital. Paris has for several months past been terrorised by bandits of the Bonnot type; such Anarchists must at all cost be exterminated. This the Paris police has promised to do, in spite of all consequences. The Press, by devoting so much space to these villains, is doing more harm than good, and impeding the police. Bandits read the papers, and know what the police intend to do in attempting to capture them, so make good their escape before the police have time to get near them. The three comrades of Bonnot, who are still at large, are greater terrorists than their leader who was riddled through with bullets last Sunday.

In view of the frequent outrages by French bandits, a document submitted to the police authorities by the administration of prisons is of a disquieting nature. During three months, according to this return, 25 convicts succeeded in escaping from prison. *Le Gaulois* says that many of these have been condemned to death, but upon whom the Presidential clemency has been exercised, although they merited their sentence. These escaped convicts may well be members of the Paris bandits who acted under the orders of Bonnot. As to the causes of the escape the *Gaulois* suggests relaxation of surveillance, the existence of agencies which provide funds for the jail-breakers, and the discouragement which those prison officials who wish to do their duty receive from their superiors, who, in turn, fear Press attacks.

## THE DRINK HABIT ON RUBBER PLANTATIONS.

There is growing complaint concerning the growth of drinking habits among coolies on the rubber plantations of Malaya. How acute is the trouble may be gathered from the following which we call from *Grenier's Rubber News*:—"We have drawn attention more than once in these columns to the increase of drunkenness among Tamil coolies in this country which is most noticeable in any planting centre in these parts. We were recently in Klang on a Sunday and we saw what is, in that town, becoming a common sight—coolies, male and female, dressed up in bright array, merrily passing most of the riches in town and riding about in them from liquor shop to liquor shop and getting more impudent, more rowdy and more quarrelsome as the day wore on. We could hardly believe our eyes—we who had seen them in their Indian villages—that these were identical with the level-headed, obedient, docile pariahs of Southern India. Some of these men—and women too—may be described as acting like fiends under the influence of the liquors sold in the shops."

## THE SHIPPING CONFERENCE AND RATES.

ACTION OF THE BLUE FUNNEL LINE.

The Japan Gazette of the 18th inst. contains the following:—

The proposal of the Shipping Conference, which includes lines trading between the Far East and the West, *via* Suez, to increase the freight rates by 10 per cent., which was to have become operative from yesterday, the 18th inst., has been deferred. The reason for this action is unknown, but it is believed locally that some hitch has occurred in the negotiations between the shipping companies at Hongkong.

Yesterday the local office of Messrs. Butterfield and Swire, agents of the Ocean Steamship Company, Ltd., and the China Mutual Steamship Co., Ltd. (Blue Funnel Line), received instructions from London to withdraw from the Conference. This withdrawal affects not only the Suez Conference, but also the Pacific Conference, as is evidenced by the following circular sent out last evening to all shippers in Yokohama:—

## NOTICE TO SHIPPERS.

Notice is hereby given that from this date any Shippers or Exporters forwarding cargo of any description to Pacific Coast Ports or Overland points in the United States and Canada by the Ocean Steamship Company, Limited, and China Mutual Steam Navigation Company, Limited (Blue Funnel Line) will be entitled claim to participate in the Deferred Rebates payable by the under-mentioned.

The Bank Line, Limited.  
Canadian Pacific Railway Co.'s—  
Royal Mail Steamship Line  
Great Northern Steamship Company.  
Nippon Yusen Kaisha.  
Osaka Shosen Kaisha.  
Pacific Mail Steamship Company.  
Yokohama Specie Bank.

Yokohama, May 15th, 1912.

We learn that as far as the Companies in Japan are concerned there has been no rupture, the Blue Funnel hitherto acting in conjunction with the other members of the Pacific Conference. It is, therefore, surmised that some rupture has occurred in Hongkong; but on this it is at present impossible to make any statement. We content ourselves with merely stating the facts as presented at this time, and await further elucidation.

## RUBBER COMPANIES.

The report of the Malaysia Rubber Company for 1911 states that the year under review saw the beginning of tapping on the estate, and the erection and establishment of the factory. The estimated output for the year was 12,000lb., but the amount actually harvested was 22,581lb. The manager's estimate of output of rubber for the present year is 90,000lb., but it is pointed out that the fulfilment of the forecast will depend upon the success of efforts to secure an adequate supply of labour. Out of an available balance of £2,183, the directors recommend a dividend at the rate of 7 per cent. per annum, less tax.

The net profits of the Sungai Salak Rubber Company for 1911 amounted to £14,305, to which has to be added £1,132 brought forward making a total of £15,437. It is proposed to pay a final dividend of 15 per cent. on £85,000, free of tax; making 20 per cent. for the year, to place £1,500 to reserve fund, and to carry forward £1,162. The crop secured, amounted to 118,100lb., as against an estimate of 75,000lb., showing an increase as compared with the previous season of 76,580lb. The estimated crop for 1912 is 227,000lb.

The first annual report of the Sungai Sayong Rubber Company, which covers the period ended December 31st, states that the cost of the estates down to the end of the year was £11,554. The directors propose to increase the planted area from 540 to 650 acres, and to provide the additional capital required it is necessary to increase the capital from £25,000 to £35,000 and to issue further capital to the extent of £10,000, which will raise the total capital issued from £19,000 to £29,000.

The report of the Kampong Kuantan Rubber Company for 1911 states that the crop estimate of 70,000lb. was not realized owing to the severity and long continuance of the drought, the actual crop obtained being 52,940lb. The crop for the current year is estimated at 125,000lb. The expenditure during the year on the erection of this factory and the development of that portion of the estate which is not yet in bearing was £3,851, bringing up the total cost to date to £24,004. From this total the directors have written off £2,081, being the balance of the premium account on new shares after first writing off the preliminary expenses, and the debit balance at December 31st, 1910, thus reducing the total cost of the estate to £21,923, or less than £23 per acre. The balance standing to the credit of profit and loss account was £3,962, and the directors recommend a dividend of 10 per cent., less tax, payable on May 14th.

The seventh report of the Sandycroft Rubber Co., Ltd., states that the net profit for the period ended 31st January last after making due provision for depreciation, and allocating to revenue a liberal proportion of general and working expenditure, amounts to \$152,759.97, to which has to be added the balance of \$3,194.21 brought forward from last account, making a total of \$155,954.18 available at 31st January, 1912, less interim dividends absorbing \$72,000 already paid. The directors recommend—That a final dividend of 40 per cent. be declared, making 100 per cent. for the year and absorbing \$49,000; that the sum of \$7,079.70 be placed to a sinking fund for the redemption of debentures; that the sum of \$15,000 be transferred to reserve; that the sum of \$3,000 be set aside to employees' bonus fund; that the balance of \$10,870.48 be carried forward to next account. The average prices obtained for the crop were 5s. 2d. for No. 1 and 4s. 5d. for scrap as against 6s. 9d. for No. 1 and 5s. 10d. for scrap in the preceding year.

## INTIMATIONS

## SUFFERED WITH ECZEMA 20 YEARS

On Limbs. Spots Size of Six-Penny Piece. Very Scaly and Swollen. Itched Badly. Scratching Made Them Bleed. Used Cuticura Ointment and Is Now Quite Well.

"I am more than thankful for all the benefit that I received from the use of Cuticura Ointment. In my long stage of eczema I really thought at one time I was not going to get out of it, as I had tried so many things; but all no good until I saw the Cuticura Remedies advertised in the papers, so I made up my mind to try them."

"I have been suffering for about twenty years and not knowing what it was, as my legs had a yellow look until lately which came in small yellow heads and in a few days used to itch very badly. Scratching them, they used to run with a kind of fluid and bleed. There were spots the size of a six-penny piece and very scaly. By using Cuticura Ointment twice daily, it caused them to scale over and dry off, then I used to wash the parts with soap and water, then dress them with Cuticura at night. Also my legs were swollen very much, but now I am quite well and will recommend the Cuticura Ointment, etc., to all my friends." (Signed) William Devey, Waselet Grove, nr. Stourbridge, Worcester, Eng., June 15, 1911.

For more than a generation Cuticura Soap and Ointment have afforded the most economical treatment for affections of the skin and scalp of infants, children and adults. A single cake of Cuticura Soap and box of Cuticura Ointment are often sufficient. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St.; London: R. Towns & Co., Sydney; N. & W. Lennan, Ltd., Cape Town; Muller, Macdonald & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U. S. A.

87-26

## Chs. J. Gaupp &amp; Co.

ALEXANDRA BUILDINGS,  
CHATER ROAD.WATCHMAKERS,  
AND JEWELLERS  
OPTICIANS,FINEST QUALITY  
DIAMOND JEWELLERY  
A SPECIALITY.ENGLISH, AMERICAN AND SWISS  
GOLD AND SILVER  
WATCHES.CLOCKS  
of all descriptions.

45

WE ELIMINATE  
GUESSWORKBY USING  
THE LATEST  
AND MOST  
SCIENTIFIC  
APPLIANCES

In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

CLARK & CO.  
SCIENTIFIC OPTICIANS  
108 BLDGS. CHATER RD.  
HONGKONG



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## RUSSIAN VOLUNTEER FLEET.

**THE Steamship**  
"EKATERINOSLAVL,"  
6,581 Tons.  
Commander O. Tiedeman.

Expected at HONGKONG, SUNDAY, 2nd June. After discharging Hongkong Cargo will be ready to load for ODESSA via SINGAPORE, PENANG, COLOMBO, JIBOUTI, JEDDAH, HODEIDA, PORT SAID, and CONSTANTINOPLE.

For full information regarding freight or passage, apply to—  
CAPTAIN D. LUKHMANOFF,  
Agent,  
Hotel Macao, 3rd Floor,  
Nos. 12 and 14, Telephone No. 1224,  
Hongkong, 30th May, 1912. [768]

**NORDDEUTSCHER LLOYD, BREMEN.**  
IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA.

## THE I.G.M. Steamship

"DERFFLINGER,"  
Captain P. Prosch, will leave for the above places TO-DAY, the 30th inst., at Noon.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 30th May, 1912. [6]

(Taking Cargo on Through Bills of Lading: Hongkong, Madras and Mauritius.)

## THE Steamship

"DILWARA,"  
Captain W. J. Bishop, will be despatched as above on TUESDAY, the 4th June, at 1 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, 30th May, 1912. [769]

## THE H.A.L. Steamship

"ALEXIA,"  
Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex ss. "Werner" from Norrköping.  
Ex ss. "Malaga" from Göteborg.  
Ex ss. "Kurt" from Stettin.  
Ex ss. "Franklin" from Stettin.  
Ex ss. "Norge" from Göteborg.

HAMBURG-AMERICA LINE,  
Hongkong Office,  
Hongkong, 29th May, 1912. [767]

## NORDDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

**THE Steamship**  
"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th June, at 9.30 A.M.

All Claims must reach us before the 12th June, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:  
Ex ss. "Dandolo" from Venice.  
Ex ss. "G. Wernmann" from Africa.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 29th May, 1912. [6]

## LIGHTERAGE.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.**  
undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River.

Small quantities handled at specially low rates quoted for large quantities.

[423]

## INTIMATIONS



## NOTICE.

NOTICE IS HEREBY GIVEN that, owing to the protracted drought, on and after TUESDAY, the 28th inst., the Supply of Water to the RIDER MAIN DISTRICTS will be controlled by bringing the RIDER MAINS into Operation and that the Water will be turned on daily in each RIDER MAIN DISTRICT for Two Consecutive Hours. Information as to the hours of supply to any particular property may be obtained on application at the Offices of the Water Authority, the Registrar-General or the TONG WAH HOSPITAL.

W. CHATHAM,  
Water Authority.  
Public Works Department,  
Hongkong, 27th May, 1912. [761]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 1st day of June, 1912, at 12.15 P.M. for the purpose of resolving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1911.

THE REGISTER OF SHARES of the Company will be CLOSED on TUESDAY, the 28th May, to SATURDAY, the 1st June, 1912, both days inclusive, during which period no Transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 23rd May, 1912. [698]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE for 5 Shares, \$100 paid up, numbered 8776 to 8780, standing in the Register in the name of N. J. STARR, Joo, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 23rd day of July next, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,  
A. B. ROUSE,  
Acting Secretary.  
Hongkong, 20th May, 1912. [724]

## CANTON INSURANCE OFFICE, LTD.

## NOTICE.

NOTICE IS HEREBY GIVEN that SCRIIP CERTIFICATE with respect to 10 Shares numbered 5451/5460 in the name of Mr. J. J. STARR, Joo, having been declared LOST, and should the same not be produced before the 12th June a New SCRIIP CERTIFICATE will be issued to the said Mr. J. J. STARR, Joo, and no transaction taking place under the old Scrip Certificate will be recognized by the Office.

JARDINE, MATHESON & Co., Ltd.,  
General Agents.  
Hongkong, 28th May, 1912. [766]

## NOTICE OF REMOVAL.

THE OFFICES OF THE SUN LIFE ASSURANCE COMPANY OF CANADA are now LOCATED "on the FIRST FLOOR of the NEW POWER BUILDING, No. 12, DES VUEX ROAD CENTRAL."

Hongkong, 25th May, 1912. [749]

## SIAM INDIANOPOLIS RUBBER CONCESSIONS, LTD.

NOTICE IS HEREBY GIVEN to all the Parties Concerned that by Order of the Honourable Court of Hongkong of the 18th of May, 1912, a Petition for Winding Up by this Court of the above-mentioned Company will be heard in the said Court on MONDAY, the 10th of June, 1912, at 10 o'clock A.M.

G. Y. NICHOLLS,  
Petitioner.  
Hongkong, 23rd May, 1912. [732]

## NOTICE.

**MAN HING CHEUNG & Co.,**  
MANUFACTURERS AND EXPORTERS OF HIGH-CLASS

BATTAN AND SEAGRASS FURNITURE, BAMBOO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and the General Public that they have now REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c., &c.

Prices Reasonable.  
Inspection Cordially Invited.  
Orders Promptly executed.  
Hongkong, 17th May, 1912. [721]

## BROWN, JONES &amp; Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MONUMENTS in Stock.

WEATHERS with Glass Shades from \$4 up.

BROWN, JONES & Co.,  
41, Morrison Hill Road.  
Telephone 423.  
Hongkong, 18th October 1911. [776]

## INTIMATIONS

## LANE, CRAWFORD &amp; CO.

TELEPHONE 97.

## JUST RECEIVED

## NEW STOCK

## CANDLE and ELECTRIC LIGHT SHADES

## IN THE LATEST

## ART DESIGNS and COLOURS

## PIANO and TABLE DECORATION.

## FANCY CUSHIONS

## CUSHION CASES

## LINEN, CRASH, MUSLIN, etc.

## WASHABLE MATERIALS.

## INSPECTION INVITED.

## LANE, CRAWFORD &amp; CO.

## WANTED

## WANTED.

EXPERIENCED BOOKKEEPER for the end of the year by German Firm. First Class References Required.

Apply—  
"BOOKKEEPER,"  
Care of "Daily Press" Office,  
Hongkong, 18th May, 1912. [722]

## WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK.  
Apply—  
A. B. E.,  
Care of "Daily Press" Office,  
Hongkong, 17th May, 1912. [720]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned has received instructions from B. A. HALE, Esq., to sell by Public Auction, On TUESDAY, the 4th June, 1912, commencing at 2.45 P.M., at "Woburn," No. 81, The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:  
TEAK EXTENSION DINING TABLE, SIDEBOARD, DINNER WAGGON and DINING CHAIRS, UPHOLSTERED EASY CHAIRS, GLASS and CROCKERY WARE, BRASS VASES, ORNAMENTS and PICTURES, &c.

Double and Single WARDROBES with Mirrors, MARBLE TOP WASHSTANDS, TOILET TABLES, OVERMANTELS, TEA and OCCASIONAL TABLES, BOOKCASES, CARPETS, RUGS, CURTAINS, &c., &c.

BATH ROOM and PANTRY requisites. A few pieces of CANTON BLACKWOOD WARE, and

1 COTTAGE PIANO, by the Robinson Piano Co.  
On View from Sunday, the 2nd June, 1912. Catalogues will be issued.

TERMS:—Cash, on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 25th May, 1912. [751]

## FOR SALE

## A BIG PIECE OF LAND FOR SALE.

A Piece of LAND situated in the Yunnan Province, in the District of Mung Tse, opposite the East Gate, surrounded with Trees.

Apply to—  
MR. OYOUNG YING HON,  
Office, Wing On Co.,  
209, Des Vaux Road,  
Hongkong.  
Hongkong, 15th May, 1912. [714]

## BUTTER. BUTTER.

WE are pleased to announce still

## FURTHER REDUCTION.

From 1st June, the following Prices will rule—  
"DAISY" BRAND ... 80 cts per lb.  
"DAIETMAID" ... 70 " "  
"BUTTERCUP" ... 68 " "  
"PASTRY" ... 65 " "

## THE DAIRY FARM CO., LTD.

[30]

## BANKS

## THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... 41,500,000  
SUBSCRIBED ... 1,125,000  
PAID UP ... 523,000  
RESERVE FUND ... 365,000

HEAD OFFICE:  
40, Threadneedle Street,  
LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Shanghai, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

## BANKERS:

LONDON JOINT STOCK BANK, LTD.  
Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,  
Manager.  
Hongkong, 29th March, 1912. [938]

## NEDEBLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSCH-INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.  
Authorized Capital Fl. 15,000,000 (fl. 250,000)  
Paid up Capital Fl. 12,401,050 (fl. 103,421)  
Reserve Fund Fl. 3,252,157.01 (fl. 877,013)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENTS: BATAVIA.

LONDON BANKERS  
THE WILLIAMS DRAGONS BANK,  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum  
6 months 3% do.  
3 months 2% do.  
E. J. H. VAN DELDEN, Acting Manager,  
No. 8, Des Vaux Road Central.  
Hongkong, 17th May, 1912. [22]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 40,000,000  
PAID-UP CAPITAL.....Yen 30,000,000  
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE: YOKOHAMA.  
Branches and Agencies at

Antung-Haien, Liao-Yang, Ryojun, Port Arthur, Shanghai, Hankow, Peking, Tientsin, New York, Tokyo, Yokohama, Kobe, London, Lyons, San Francisco, Nagasaki, Fukuoka, Osaka, Manila, Cebu, Hongkong, Canton, Hankow, Shanghai, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,  
Manager.  
Hongkong, 1st April, 1912. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000  
RESERVE FUNDS:—  
Sinking ... \$1,500,000 at 2%—\$15,000,000  
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS:  
E. SHELLEY, Esq.—Chairman.  
F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq., G. H. Medhurst, Esq., G. F. Friedman, Esq., W. L. Pattenden, Esq., C. S. Gubbay, Esq., Hon. Mr. C. H. Ross, G. R. Larnach, Esq., H. A. Sells, Esq., F. Lieb, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STARR.

ACTING MANAGERS:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 1/2 per cent. per Annum.

N. J. STARR,  
Chief Manager.  
Hongkong, 23rd May, 1912. [19]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,650,000  
RESERVE LIABILITY OF PROP'ORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,  
Manager.  
Hongkong, 12th April, 1912. [133]

## ENTERTAINMENTS

## BIJOU SCENIC THEATRE.

FLOWER STREET.

SATURDAY, 1st JUNE, 1912.  
LAST NIGHT OF THE PRESENT SEASON.  
CLOSING DURING THE SUMMER MONTHS.

OPENING SATURDAY, 28th SEPTEMBER, 1912.  
with all  
NEW ARTISTS  
AND  
PICTURES.

Lessee and Manager: R. H. STEPHENSON.  
Hongkong, 29th May, 1912. [647]

## VICTORIA THEATRE.

Two Performances:  
7.15 P.M.—PICTURES ONLY—7.15 P.M.  
9.15 P.M.—FULL PROGRAMME—9.15 P.M.

Enormous Success of the Hongkong Favourites,  
LITTLE SADIE  
(The Wonderful Child Actress),  
Also  
SAM GALE AND MYRA JAMES.

SEE, HEAR AND BELIEVE.  
Reappearance of the Famous World's Champion Dancer,  
THE BRENNANS.

MATINEES—SATURDAY and SUNDAY at 4 P.M.  
The Magnificent Film of 4,000 feet long,  
ZIGOMAR V. NICK CARTER,  
FOR A FEW NIGHTS ONLY.  
Hongkong, 21st May, 1912. [58]

## SCENIC RAILWAY

At the OLD LANE OFFICE in Queen's Road (opposite the foot of D'Aguiar Street).

NEW PICTURES  
EVERY SATURDAY.

The New HYDRAULIC SCREEN renders the scenes so perfectly that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway and steamer journey in the record time of HALF AN HOUR.

TIME TABLE.  
EVERY DAY:  
TRAINS at 2 P.M. and every half hour till 10.30 P.M., except 5.00 and 5.30 P.M.

Fare 30 cents.  
Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!  
ICED AIR PROVIDED.  
Hongkong, 15th May, 1912. [671]

## GRACA &amp; CO.

POSSIBLE ST. (Hongkong Hotel Building),  
Dealers in  
CARDS, FLOWER SEEDS,  
CIGARS, BOOKS, TOYS, &c.  
Just Received a Fine Selection of  
BABY DOLLS.  
Also for Sale  
A few rare Maeso provisional Stamps of  
1 cent PORTAL, 2 cent and 5 cent  
surcharged Cut Stamps.  
452

NOTHING BETTER FOR THE SEASON!  
JUST RECEIVED.

STYLISH Bathing Dresses and Caps.  
Finest Voiles, Striped, Flowers and Fancy.  
Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c.  
You will find our range incomparable for Quality, Style and Price.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central,  
Corner of Zetland Street, Hongkong.  
Hongkong, 13th May, 1912. [52]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL  
FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [576]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—  
MANAGER,  
"Hongkong Daily Press" Office,  
Hongkong, 13th March, 1912.



## SUPREME COURT.

Wednesday, 29th May.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ  
(PUNISH JUDGE).

## THE VERANDAH CASE.

The hearing was resumed of the action in which Alexander Kotas, George Maidonis, and George Tsamtsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Crist, of Messrs. Wilkinson and Crist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Defendant was cross-examined by Mr. Potter.

Part of the alterations which you contemplated was the erection of a verandah?—It was added to the plan.

It was part of the plan?—Yes.

Therefore you contemplated the verandah as part of the alterations?—It was an addition.

You contemplated it as part of the alterations?—Yes.

And as such would be shown to tenants by Mr. Hazland?—Yes.

You imagined that the verandah would be built for \$900 or \$900?—Yes.

You know that Mr. Hazland showed the plans to a number of people—not only to the plaintiffs, but to a number of other people?—Yes.

You agree with Mr. Hazland, I suppose, that a verandah would be of considerable value to the bottom floor of the old Post Office?—Yes.

You know you would be more likely to get tenants for a lower floor if there were a verandah?—No.

If there was a verandah there would you charge more, or less, rent for the lower floor than if there was no verandah?—The same price.

What rents are you getting at present for the upper floors?—I rent one portion for \$80, one for \$85, one for \$45, and one for \$75.

Are there any other tenants?—There are some rooms which are not occupied.

So your total rent for the top floor for the parts occupied is \$295?—Yes.

How much is vacant on the top floor?—Three rooms.

How much rent are you getting from the bottom floor?—For one portion \$90, another \$87, another \$120, another \$45, and another \$40.

Then roughly you are getting five times—that does not matter. In estimating your rents you naturally took into consideration those sums spent in alterations?—Yes.

You took into consideration \$800, the price of the verandah, as well as the alterations, in arriving at your rent?—Yes.

You found afterwards that the verandah would in fact cost more than \$800 or \$900?—Yes.

Counsel afterwards addressed the Court, and his Lordship reserved judgment.

## LAUNCH OF A GERMAN BATTLESHIP.

KING OF SAXONY PRESENT.

Berlin, April 29th.

The German battleship *Ernst* was launched from the Schichau yards at Danzig yesterday and named *König Albert*. A speech was made by the King of Saxony and the launching ceremony was performed by his sister, Princess Mathilde of Saxony. Among those present were the German Crown Prince and Crown Princess, Grand Admiral von Tirpitz, Secretary of State for the Imperial Navy, and numerous military and civil officials, including representatives of Saxon regiments and societies.

In his speech the King of Saxony recalled the honour which had been his six years ago when he had been asked to make a speech at the launch of a steamer of the mercantile marine. His emotion was still deeper on this occasion, when the ship was a battleship representing the might of the German Empire and bearing witness to the tireless zeal for the Empire's prosperity and defence which characterized the Emperor. It was especially gratifying to him that the Emperor had wished to connect the House of Saxony with "one of the most remarkable features of his life's work" and to name a ship of the Imperial Navy after a Saxon King who had been a leading spirit at the time of the founding of the Empire.

The *König Albert* belongs to the programme of 1910. She was ordered from the firm of Schichau, of Danzig, in the spring of that year, and laid down in the following July, shortly after the launch of the *Odenburg* from the same yard. The other two battleships of this programme are the *Kaiserin*, launched November 11, 1911, and the *Prinz Regent Luitpold*, launched February 17th, 1912. It is understood that these vessels will be of similar dimensions and carry a similar armament to the *Friedrich der Grosse*. The *König Albert* is the 13th German battleship of the Dreadnought type to be put afloat.

## ALLEGED THEFT OF CHITS.

CONSTABLE AND TWO CIVILIANS CHARGED.

Before Mr. E. A. Irving at the Magistrate's yesterday, Constable Edward Pardon, Michael Richard, and Robert Jackson were jointly charged with the theft of a cigar box containing a number of chits, and with behaving in a disorderly manner at 44, Lyndhurst Terrace, on May 14th.

Mr. Irving advised the constable to plead not guilty to all charges.

Mr. King, Assistant Superintendent of Police, who conducted the prosecution, said the facts were, briefly, that at about 1.30 a.m. on the 14th inst., the three defendants, who were under the influence of drink at the time, went into the servants' quarters and asked for a drink. They had a whisky and soda. The coolie who served them then left the room, and shortly after the No. 1 boy went to his desk, in which he kept a cigar box containing chits. He found that the box had gone. He reported the loss to one of the coolies, who said the Europeans had gone, one of them wearing his hat. Another coolie stated that he saw one of the defendants carrying the cigar box.

Mr. Irving—Was the first defendant arrested under the Police Ordinance of 1900? Is he a special constable?

Mr. King—Yes, he is a special constable.

Mr. Irving—The first thing you have to do is to prove that he is a constable, in order to charge him under Ordinances 11 and 12 of 1900. If he is a special constable appointed under the Peace Preservation Ordinance, which is no longer in force, he ceases to be a constable.

Mr. King—The special constables were sworn in again for a further period.

Mr. Irving—Is he an ordinary constable?

Mr. King—He is a police officer, coming under the Police Ordinance.

Evidence was then called.

The No. 1 boy of the house said he was busy at the time the defendants called, so he instructed a coolie to serve them. They were served with three whiskies and sodas. The men had been drinking when they came in. The third was the worst. The first defendant was not in uniform. Witness returned to his room a few minutes after and found that defendants had gone. The key to the desk was in the hole but not turned. He asked his No. 3 boy if he had seen his box, and the boy replied that he had seen three Europeans with it.

Mr. King—Did you know these men?—I have seen the first defendant twice, and the second a good many times, but I have not seen the third before.

Witness, replying to a further question, said he saw the three defendants himself and noticed that the first defendant had the box under his arm.

Mr. King—Are you certain it was your box?—Yes.

Mr. King—How?—Witness—I asked him for it back, and told him there were chits inside. He gave the box to the third defendant. The second man said, "Never mind, I will get them to give it back to you." I have never had the box back, as the third man took it away. Two days after, the first two defendants came to my room and told me that the man who took the cigar-box away had torn the chits up.

Witness said he identified the third man at the gaol among five other Europeans.

Mr. Irving—Have you to make good any money on this box?

Witness—I am afraid I may have to make compensation.

Witness added that he actually saw the first defendant with the cigar box under his coat. The reason why he did not call for assistance was that he thought defendant was joking. As a matter of fact, the second defendant said he was joking.

Constable Pardon, in defence, detailed his movements on the night in question, and stated that he saw defendant Richard carry the cigar box out of No. 44 and proceed to tear up the chits contained in it.

Richard said he had no recollection of the affair, and Jackson deposed that he remembered nothing after leaving Pardon at about 8 p.m.

Mr. Irving—I do not think there is sufficient evidence to convict them of larceny. The second and third defendants are discharged, as there is nothing against them. Pardon is discharged on the first count, but is fined \$50 or a month on the second. I may say that I do not think there was any intention to ultimately deprive the owner of the box.

## THE PLAGUE EPIDEMIC.

There were 169 cases of plague reported in the Colony for the week ended May 26th. Of these 197 were Chinese, 1 Indian and 1 Malay. The deaths numbered 108. In the City of Victoria the number of cases reported was 121, the remaining 78 being in other districts. The total number of cases since January 1st is now 1,039, and the number of deaths 931.

## PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

PARIS, May 3rd.

## A NEW TERROR FOR AVIATORS.

Necessity is the mother of invention. The idea of training eagles to destroy aerial craft is distinctly original. The French, as the pioneers of aviation, have added a new terror for aviators in war time.

Far more effective, in every sense of the word, than special guns, are eagles. Several officers of the military aviation corps at Nice, *L'Armée Moderne* tells us, have trained six eagles to destroy aeroplanes or dirigible balloons, no matter at what height the latter may be travelling.

The birds in question are first accustomed to the noise of the propellers and gunshots, after which tempting bait on model balloons are placed, when the eagles are taught to rush furiously at the machines and tear them up as they would tear up their prey. For a long time French military authorities have been trying to discover something that could be relied upon for wrecking flying machines. In spite of the special guns invented for the purpose, it is generally considered impossible to fight against aeroplanes, or even dirigible balloons, which have only to take the precaution of getting out of range.

Eagles constitute the latest formidable adversary; they can reach as high, or even higher, than the air craft can possibly rise.

There is no aeroplane," says *L'Armée Moderne*, "and above all no dirigible, which can withstand such an attack. Given the rapidity of an eagle's flight, and the strength of its beak and claws, there can be no doubt that a company of properly-trained eagles could annihilate, in a few instants, the most 'powerfully-equipped aerial fleet'.

True, the eagles run the chance of being shot or otherwise killed by aviators; but a sudden rush of birds cannot all be destroyed at once.

## LABOUR DAY.

To the great surprise of everyone here "Labour Day" passed off quietly; the timid, feigning trouble last Wednesday, left Paris the previous day for the country, with the intention of returning as soon as order was restored. Fortunately nothing serious happened either in the capital or the provinces.

On the contrary, for the first time the Paris labour leaders decided to let children take part in the Labour Day meetings, and most of the preparatory schools in the working-class quarters of the city were empty.

Pretty memento cards and other souvenirs were distributed to school-children in the afternoon at the headquarters of the *Confédération Générale du Travail*.

Four thousand Paris automobile chauffeurs observed the 1st May by leaving their vehicles in the garage. To strangers in Paris one of the most noticeable features of the day was the predominance of lilies of the valley. In the streets almost everybody one met wore this beautiful scented little blossom.

Contrary to what was at first supposed, the wrecking of the Paris express or English boat train which left the Gare du Nord for Calais at 9.50 a.m. last Wednesday was not the work of Socialists or the outcome of sabotage, but was due to the breaking of one of the points. The train, which was travelling at the rate of 60 miles an hour, was passing through St. Denis, a few miles outside Paris, when the dining-car attached to the train jumped the points 200 yards from the station. The shock split the train into three portions.

Happily no one was killed, though several were more or less severely injured from shock and broken glass. The wounded were at once entrained for Paris along with the other passengers, and a fresh start made for England with as many as were able to travel. The accident was at first described as alarming and a Labour Day outrage, owing to some of the rails being "purposely" removed.

The police believed it to be the diabolical work of Anarchists, until it was afterwards found out that the rails were loose at that particular spot and had given way.

## THE ACCIDENT TO M. VEDRINES.

The world's most famous airman—Jules Vedrines—had a most miraculous escape from death last Monday morning, as he started on a flight from Douai, in the North of France, to Madrid, for the *Pomery Cup*—a feat which the famous aviator intended accomplishing in 24 hours. The weather was anything but in his favour; after waiting nearly an hour and finding the wind did not abate, he rashly decided to make a start. Climbing into his 100 h.p. Duperdusson monoplane, at 5.15 a.m., he rose magnificently, and set his course towards Paris, where he arrived exactly an hour later, having covered 123 miles.

Thus, he realised a prophecy which he made in January last that he would attain a speed of 120 miles an hour before the end of the year. The circumstances of the mishap were dramatic. A sudden gust of wind threw the airman to the ground, and he fell in front of the locomotive of the Paris-bound train, which managed to pull up only just in time, otherwise he would have been cut to pieces.

Another account says that the mechanism was at fault. His successors were astonished to find that the apparently dying man was no other than Vedrines, the bold and audacious pet of the French nation. Though unconscious from the fall of 600 feet, he was not dead; he was carefully lifted into the train for Paris, where he received every possible care. At the Lariboisière hospital adjoining the Gare du Nord railway station, the surgeons thoroughly examined him, and decided to at once operate on him. He underwent the delicate operation of trepanning with success; it was not until yesterday that the doctors pronounced him out of danger—which gratifying news spread like wildfire. He is actually progressing favourably, and will soon be himself again.

Vedrines never had such a narrow escape in his life. The Minister of War decided to confer on Jules Vedrines the Cross of the Legion of Honour. As already remarked, he succeeded in reaching the outskirts of Paris, before the accident happened. When over Epinay, just outside Paris, he described a great circle above the railway line, and then began a "volplane" with the intention of landing on some open country near the railway.

As he approached the earth, however, he found that he could not land without fouling some telegraph wires, and he endeavoured to start his engine in order to re-ascend. Before he could do so, however, the aeroplane dived suddenly and the left wing struck a telegraph pole.

Vedrines was thrown violently on the railway line below, his head coming in contact with the rails, just as the Paris express was in sight. The frantic waving of flags and shouting attracted the attention of the engine-driver, who succeeded in bringing the engine to a standstill a few yards from where Vedrines was lying unconscious.

## THE MOTOR-CAR BANDITS.

Last Sunday saw the end of the bandit Bonnot, the "Phantom Chauffeur," as this criminal has been described. Only a few days previously he had killed detective-inspector Jouin, who had tried to arrest him, and wounded two more detectives. After this deed, he escaped out of a window, to a garage situated a short distance away and owned by a certain Dubois, also a great villain. The police, having traced him to this place, besieged it, and shots were freely exchanged between the two criminals, the soldiers, police, and other armed citizens.

While this firing was going on, a daring lieutenant, under cover of a cart laden with straw, placed three dynamite cartridges under the garage, lighted the fuse, and made good his escape with the rest of those with him. Soon the whole place blew up, and firing ceased. Neither Bonnot nor Dubois committed suicide, as at first reported, but were killed by the bullets from the attacking party.

Three more of the Anarchist or motor-car bandits are being hunted for; they are all well armed, but any day may come the news of their being besieged and killed in turn. As was the case with Bonnot, they will fight to the bitter end—and they are reported to have quite an arsenal behind them. Bonnot is to be avenged, say Anarchists, who swear to blow up one of the rich quarters of the French capital.

Paris has for several months past been terrorised by bandits of the Bonnot type; such Anarchists must at all costs be exterminated. This the Paris police has promised to do, in spite of all consequences. The Press, by devoting so much space to these villains, is doing more harm than good, and impeding the police. Bandits read the papers, and know what the police intend to do in attempting to capture them, so make good their escape before the police have time to get near them. The three comrades of Bonnot, who are still at large, are greater terrorists than their leader, who was riddled with bullets last Sunday.

In view of the frequent outrages by French bandits, a document submitted to the police authorities by the administration of prisons is of a disquieting nature. During three months, according to this return, 28 convicts succeeded in escaping from prison. *Le Gaulois* says that many of these have been condemned to death, but upon whom the Presidential clemency has been exercised, although they merited their sentence. These escaped convicts may well be members of the Paris bandits who acted under the banner of Bonnot. As to the causes of the escape, the *Gaulois* suggests relaxation of surveillance, the existence of agencies which provide funds for the jail-breakers, and the discouragement which those prison officials who wish to do their duty receive from their superiors, who, in turn, fear Press attacks.

## THE DRINK HABIT ON RUBBER PLANTATIONS.

There is growing complaint concerning the growth of drinking habits among coolies on the rubber plantations of Malaya. How acute is the trouble may be gathered from the following which we call from *Grenier's Rubber News*:

"We have drawn attention more than once in these columns to the increase of drunkenness among Tamil coolies in this country which is most noticeable in any planting centre in these parts. We were recently in Klang on a Sunday and we saw what is, in that town, becoming a common spectacle—coolies, male and female, dressed up in bright array, monopolising most of the rickshas in town and riding about in them from liquor shop to liquor shop and getting more impudent, more rowdy and more quarrelsome as the day wore on. We could hardly believe our eyes—we who had seen them in their Indian villages—that these were identical with the level-headed, obedient, docile pariahs of Southern India. Some of these men—and women too—may be described as acting like fiends under the influence of the liquors sold in the shops."

## THE SHIPPING CONFERENCE AND RATES.

ACTION OF THE BLUE FUNNEL LINE.

The *Japan Gazette* of the 16th inst. contains the following:—

The proposal of the Shipping Conference, which includes lines trading between the Far East and the West, via Suez, to increase the freight rates by 10 per cent., which was to have become operative from yesterday, the 15th inst., has been deferred. The reason for this action is unknown, but it is believed locally that some hitch has occurred in the negotiations between the shipping companies at Hongkong.

Yesterday the local office of Messrs. Butterfield and Swire, agents of the Ocean Steamship Company, Ltd., and the China Mutual Steamship Co., Ltd. (Blue Funnel Line), received instructions from London to withdraw from the Conference. This withdrawal affects not only the Suez Conference, but also the Pacific Conference, as is evidenced by the following circular sent out last evening to all shippers in Yokohama:—

NOTICE TO SHIPPERS.

Notice is hereby given that from this date any Shippers or Exporters forwarding cargo of any description to Pacific Coast Ports or Overland points in the United States and Canada by the Ocean Steamship Company, Limited, and China Mutual Steam Navigation Company, Limited (Blue Funnel Line) will invalidate claim to participate in the Deferred Rebates payable by the undersigned.

The Bank Line, Limited.  
Canadian Pacific Railway Co's  
Royal Mail Steamship Line  
Great Northern Steamship Company.  
Nippon Yusen Kaisha.  
Osaka Shosen Kaisha.  
Pacific Mail Steamship Company.  
Toyo Kisen Kaisha.

Yokohama, May 15th, 1912.

We learn that as far as the Companies in Japan are concerned there has been no rupture, the Blue Funnel hitherto acting in conjunction with the other members of the Pacific Conference. It is, therefore, surmised that some rupture has occurred in Hongkong; but on this it is at present impossible to make any statement. We content ourselves with merely stating the facts as presented at this time, and await further elucidation.

## RUBBER COMPANIES.

The report of the Malaysia Rubber Company for 1911 states that the year under review saw the beginning of tapping on the estate, and the erection and establishment of the factory. The estimated output for the year was 12,000lb., but the amount actually harvested was 22,861lb. The manager's estimated output of rubber for the present year is 80,000lb., but it is pointed out that the fulfilment of the forecast will depend upon the success of efforts to secure an adequate supply of labour. Out of an available balance of £2,183, the directors recommend a dividend at the rate of 7 per cent. per annum, less tax.

The net profits of the Sungai Salak Rubber Company for 1911 amounted to £14,305, to which has to be added £1,132 brought forward, making a total of £15,437. It is proposed to pay a final dividend of 15 per cent. on £25,000, free of tax, making 20 per cent. for the year, to place £1,500 to reserve fund, and to carry forward £1,162. The crop secured, amounted to 11,100lb., as against an estimate of 75,000lb., showing an increase as compared with the previous season of 78,500lb. The estimated crop for 1912 is 227,000lb.

The first annual report of the Sungai Sayong Rubber Company, which covers the period ended December 31st, states that the cost of the estates down to the end of the year was £11,554. The directors propose to increase the planted area from 540 to 650 acres, and to provide the additional capital required it is necessary to increase the capital from £25,000 to £35,000 and to issue further capital to the extent of £10,000, which will raise the total capital issued from £19,000 to £29,000.

The report of the Kampong Kuantan Rubber Company for 1911 states that the crop estimate of 70,000lb. was not realized owing to the severity and long continuance of the drought, the actual crop obtained being 52,949lb. The crop for the current year is estimated at 125,000lb. The expenditure during the year on the erection of that factory and the development of that portion of the estate which is not yet in bearing was £2,851, bringing up the total cost to date to £24,000. From this total the directors have written off £3,081, being the balance of the premium account on new shares after first writing off the preliminary expenses, and the debit balance at December 31st, 1910, thus reducing the total cost of the estate to £27,024, or less than £28 per acre. The balance standing to the credit of profit and loss account was £3,862, and the directors recommend a dividend of 10 per cent., less tax, payable on May 14th.

The seventh report of the Sandycroft Rubber Co., Ltd., states that the net profit for the period ended 31st January last after making due provision for depreciation, and allocating to revenue a liberal proportion of general and weeding expenditure, amounts to \$152,753.97, to which has to be added the balance of \$3,108.21 brought forward from last account, making a total of \$155,862.18 available at 31st January, 1912, less interim dividends, absorbing \$72,000 already paid. The directors recommend:—That a final dividend of 40 per cent. be declared, making 100 per cent. for the year and absorbing \$48,000; that the sum of \$7,076.70 be placed to a sinking fund for the redemption of debentures; that the sum of \$15,000 be transferred to reserve; that the sum of \$3,000 be set aside to employees' bonus fund; that the balance of \$10,786.48 be carried forward to next account. The average prices obtained for the crop were 5s. 2d. for No. 1 and 4s. 5d. for scrap as against 6s. 9d. for No. 1 and 5s. 10d. for scrap in the preceding year.

## INTIMATIONS

## SUFFERED WITH ECZEMA 20 YEARS

On Limbs. Spots Size of Six-Penny Piece. Very Scurfy and Swollen Itched Badly. Scratching Made Them Bleed. Used Cuticura Ointment and Is Now Quite Well.

"I am more than thankful for all the benefit that I received from the use of Cuticura Ointment. In my long stage of eczema I really thought at one time I was not going to get out of it, as I had tried so many things; but all no good until I saw the Cuticura Remedies advertised in the papers, so I made up my mind to try them."

"I have been suffering for about twenty years and not knowing what it was, as my legs had a yellow look until lately when I saw in a small yellow book and in a few days used to itch very badly. Scratching them, they used to run with a kind of fluid and blood. There were spots the size of a six-penny piece and very scurfy. By using Cuticura Ointment twice daily, it caused them to scale over and dry off, then I used to wash the parts with hot water, and then dress them the last thing at night. Also my legs were swollen very much, but now I am quite well and will recommend the Cuticura Ointment, etc., to all my friends." (Signed) William Devey, Wessell Grove, Nt. Stourbridge, Worcester, Eng., June 15, 1911.

For more than a generation Cuticura Soap and Ointment have afforded the most economical treatment for affections of the skin and scalp of infants, children and adults. A single cake of Cuticura Soap and box of Cuticura Ointment are often sufficient. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Abchurch Lane, London; J. L. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Comp., Sole Props., Boston, U.S.A.

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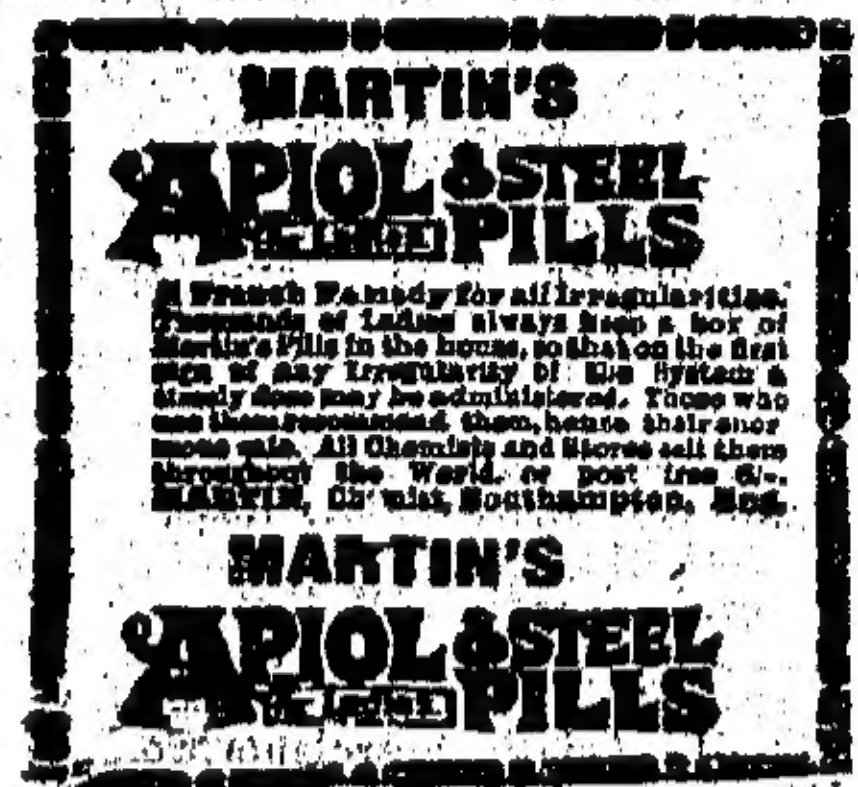
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refreshing to remove every  
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**Calvert's  
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A metal filament lamp of high efficiency  
and increased resistance to shock has been  
produced by a Belgian engineering firm  
by a novel mounting of the filaments.  
They are arranged in a kind of square  
gridiron fixed horizontally to a  
rectangular frame of glass rods in the  
centre of the bulb, this glass frame being  
supported from the top of the bulb by  
a spiral spring that is free to stretch or  
be compressed in an insulated glass tube.  
As the spiral spring takes up any shock,  
the filament is rendered proof against a  
considerable degree of vibration. The  
horizontal position of the filaments has  
been found to give better illumination,  
as the light is thrown downward, and not  
only gives the maximum effect directly  
beneath but causes a more uniform dis-  
tribution over the room. Photo-metric  
tests were made of one of the horizontal  
filament lamps and an ordinary vertical  
filament lamp, each rated at 50 candle-  
power. Both were placed in the centre of  
the ceiling, the candle-power measure-  
ments being made in different parts of  
the room, and the new lamp was shown  
to give 50 per cent. greater effective light-  
ing than the other.

**OZONE IN VENTILATION.**

Ozone in the air begins to be dangerous  
when it reaches about one millionth,  
according to the report of Hill and  
Flack to the London Royal Society. In  
greater amount it irritates the  
respiratory tract, several parts per  
million causing inflammatory congestion  
of the lungs, and proving fatal after  
considerable exposure. Warning of a  
dangerous proportion is given by irrita-  
tion of the air-passages, coughing and  
headache. A proportion just perceptible  
to smell can be safely used in ventilation,  
and masks disagreeable odours, freshens  
the air, and gives invigoration to air  
artificially warmed.

**SUPERIORITY OF HARD GRAINS.**

To test grains for hardness, Dr. F.  
Stanak of Prague pushes a specimen  
under a very thin saw attached to the  
scale-pan of a balance. The weight  
necessary to cause cutting is a measure  
of the hardness. It is found that grains  
resist not only insect attacks but plant  
diseases in a degree proportionate to  
their hardness.

**NEW WONDERS OF PHOTOGRAPHY.**

Moving pictures of microscopic life are  
among the most notable of recent achieve-  
ments. Successive photographs of living  
objects in rapid motion, magnified 600 to  
1,000 times, have been taken by M.  
Comandon, a French scientist, at the rate  
of several thousand per minute, and the  
many cinematograph films prepared  
have been used by the firm of Pathé  
Frères for some marvellous exhibitions on  
the screen. In making the pictures, the  
ultra-microscope was used, the objects  
being illuminated by powerful rays of  
light from one side. Among the most  
interesting films are those of the blood  
as it circulates, with its normal and  
abnormal contents, the tail of a tadpole  
showing a number of little blood-vessels  
each 1/25000 inch in diameter—through  
which the red corpuscles pass with the  
circulation, while the colourless cells or  
leucocytes changes about with an indepen-  
dent motion of their own. In some films  
these leucocytes, now known to be the  
blood's scavengers, are seen in the act of  
seizing and absorbing foreign matter,  
such as diseased cells or microbes. Such  
pictures as these are reproduced on the  
screen much less rapidly than they are  
taken, thus bringing to the eye's percep-  
tion the quick darting about of the  
organisms that swarm in the blood in  
certain diseases; but another class—like  
those of growing plants—are taken very  
slowly and exhibited at a rate quickened  
to make the motion visible.

**A MERCHANT'S BOTANICAL GARDEN.**

The Forest of Arden, brought to the  
notice of the Botanical Society of Wash-  
ington by H. C. Skeels, is a 300-acre tract  
of forest and meadow just east of Joliet,  
Ill. It is a part of the 2,000-acre estate  
of H. N. Higginbotham of Chicago, and  
has been arranged as a model botanic  
garden, which already has 2,000 species  
and has room for as many more. The  
plants are arranged along the five miles  
of gravel drives in the accepted sequence  
of plant families, from the ferns to the  
composites. There are no formal beds  
and no labels; but a map, divided into  
squares of 100 feet to a side, has an index  
giving the plant names and the number  
of the square containing each species.

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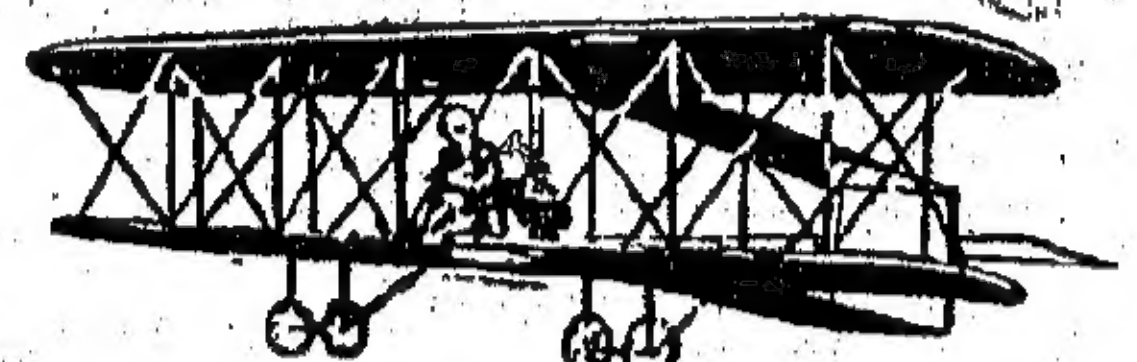
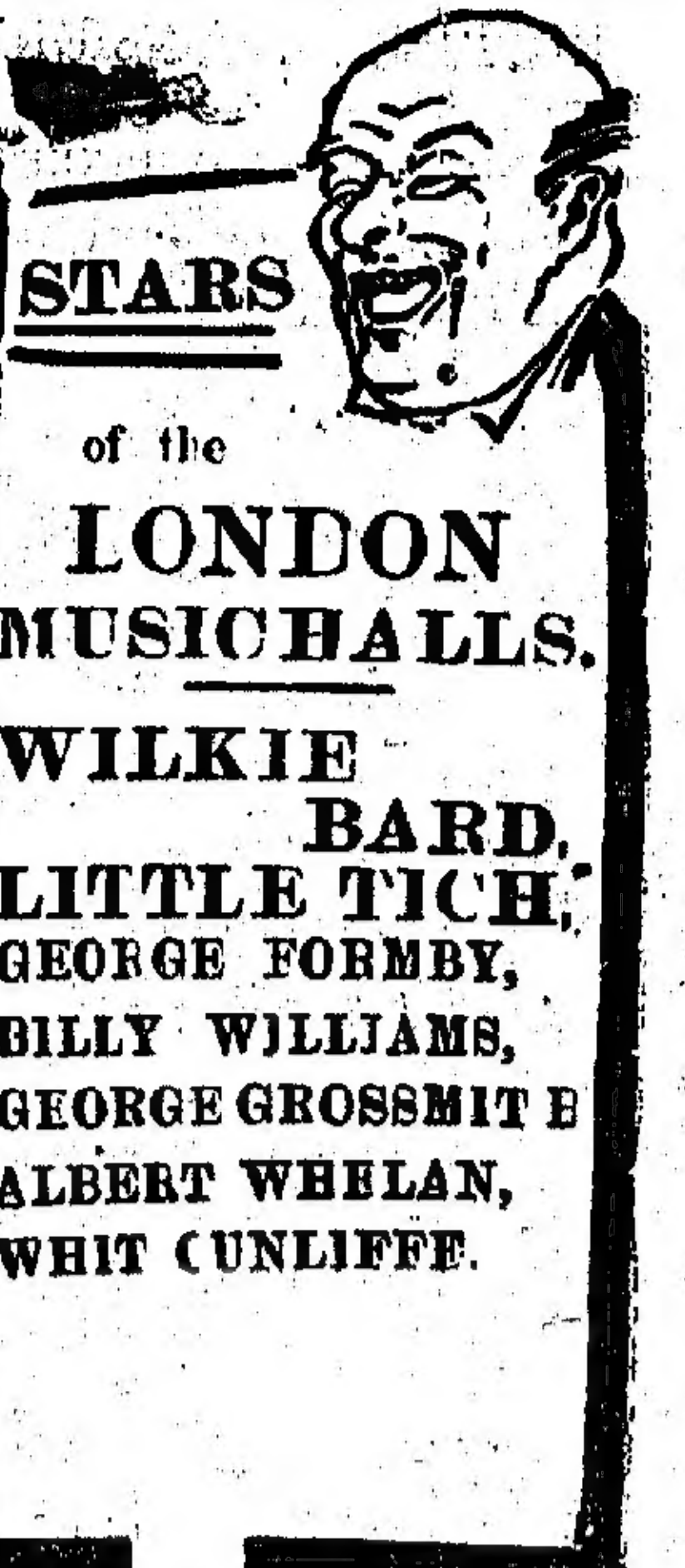
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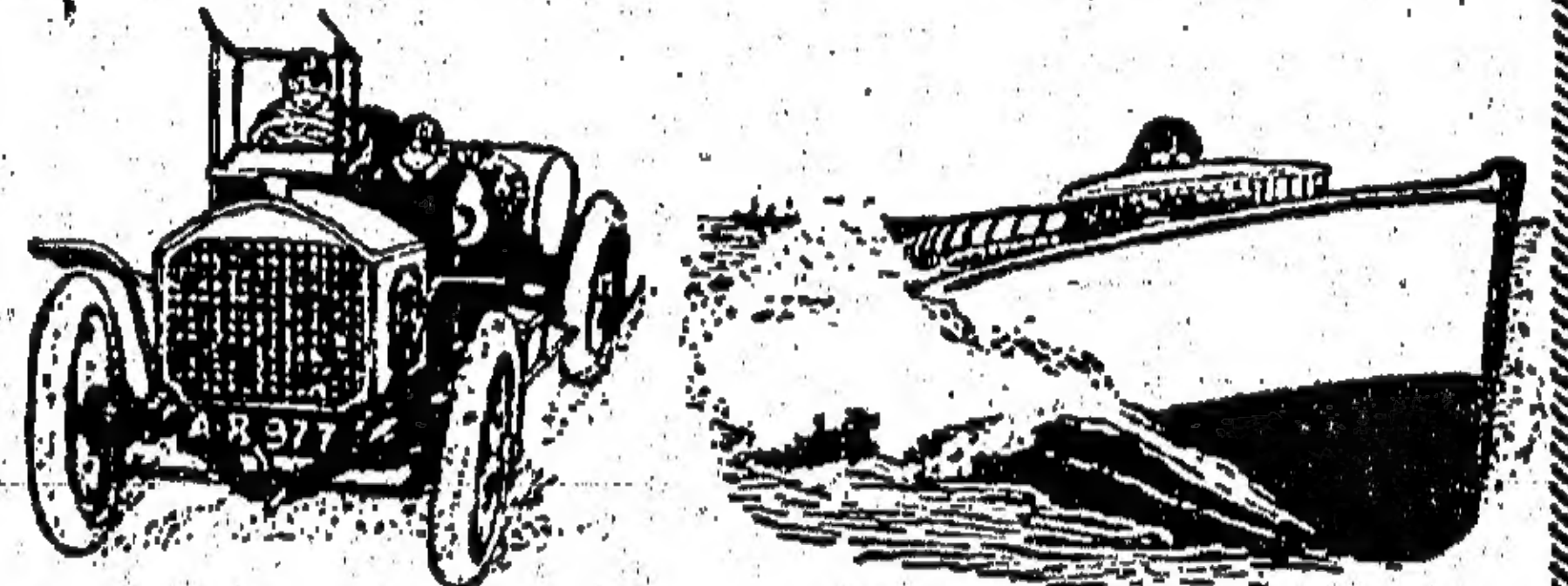
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PARCELS ON APPROVAL.

[94-2]



IN CIRCUMBIENT ETHER.



ON ROAD OR OCEAN SWELL  
YOU CAN GET YOUR BOTTOM DOLLAR



**TO LET.**

**TO LET.**

**GODOWN, No. 4, New Praya, Kowloon.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st May, 1912. [120]

**TO LET.**

**OFFICES on 3rd Floor, Hotel Mansions**  
facing Harbour.  
**OFFICES on 1st Floor, Hotel Mansions.**  
Apply to—  
**HENRY HUMPHREYS,**  
Alexandra Buildings.  
Hongkong, 12th March, 1912. [388]

**TO LET.**

**"A BERTHOLWYN,"** Peak Road,  
1st July next.  
**SIX-ROOMED HOUSE,** from  
SHOP with GODOWN attached, Nathan  
Road, Kowloon.

**KOWLOON MARINE LOT No. 48 with**

**WHARF.**

Apply to—

**HUMPHREYS ESTATE & FINANCE**

Co., Ltd.

Hongkong, 30th May, 1912. [525]

**TO LET.**

**OFFICE in Alexandra Buildings.**

Apply to—

**A. S. WATSON & Co., Ltd.,**

Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

**TO LET.**

**OFFICES in KING'S BUILDING**

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

**TO LET.**

**No. 12, BEACONSFIELD ARCADE,**

First Floor.

**No. 13, BEACONSFIELD ARCADE,**

First Floor.

**1 LARGE GODOWN in No. 3A, Daddell**

Street, 1st Floor.

**1 SMALL GODOWN in Daddell Street**

(Godown D).

**"ROGATE" Austin Road, Kowloon, from**

1st April.

For Sale, with or without Furniture.

**"TOR OREST," No. 8, The PARK, with**

Tennis Court. Commanding a magnificent

view of the Harbour and Adjacent Islands.

Apply to— **LINSEBAUM & CO.,**

3rd Floor, Alexandra Buildings.

Hongkong, 23rd May, 1912. [122]

**TO LET.**

**RANFURLY, 11, Conduit Road, From**

1st June.

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 8th May, 1912. [683]

**TO BE LET.**

**SHOPS AND OFFICES, IN**

**ALEXANDRA BUILDINGS.**

Apply to—

**A. S. WATSON & Co., Ltd.,**

Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

**TO LET.**

**BEACONSFIELD, Will be converted**

into a First Class Boarding House with

Large Dining Room, Thirty Bedrooms and

Eleven Bathrooms. Plans to be seen at our







**THE BANK LINE**

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER. B.C.  
SEATTLE &  
PORTLAND (Ore.)  
VIA  
SHANGHAI AND JAPANESE PORTS  
CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA. FOR VICTORIA, VANCOUVER,  
SEATTLE, TACOMA AND  
PORTLAND (Ore.)  
OBERIC 7th June

To be followed by other Steamers of the Company at  
regular intervals.  
Callings at AMOY and KEELUNG if sufficient  
inducement offered.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Ports.  
For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL.

**ORIENTAL AFRICAN LINE.**  
NEW LINE OF STEAMERS  
TO  
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the  
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.  
P.S. DUNERIC 3,000 tons ... End of May, 1912.  
And regularly thereafter.  
For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.  
From Hongkong: From Colombo:  
10th June.

For Rates and Further Information, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

**CONFERENCE-WEIR LINE.**  
REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.  
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.  
(42-43-44)

**GOING HOME.**  
A HOLIDAY AT HOME AND A WAY  
TO GET THERE THAT'S A HOLIDAY.  
WHY NOT?

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

**AND THE WAY**

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

**PACIFIC MAIL S.S. CO.**

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but \$120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE  
First-Class accommodations are provided for \$45 to London (return ticket \$74)  
and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS. Tons Starting 1912

PERHIA	9,000	TUESDAY	11th June, at 1 P.M.
KOPEA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	16,200	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERHIA	9,000	TUESDAY	27th Aug., at 1 P.M.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.  
(KING'S BUILDING opposite Blake Pier).

**FRED J. HALTON, AGENT.**  
Telephone No. 141.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD. AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON.	CANTON TO HONGKONG
THURSDAY, 30th MAY, 1912	
8 a.m. "HONAM." 10 p.m. "FATSHAN."	8 a.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

FRIDAY, 31st MAY, 1912

8 a.m. "HEUNGSHAN." 10 p.m. "KINSHAN."	8 a.m. "HONAM." 5 p.m. "FATSHAN."
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**HONGKONG-MACAO LINE.**

S.S. "SUI TAI" Tons 1651.	S.S. "SUI AN" Tons 1651.
---------------------------	--------------------------

HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSIONS TO MACAO.**  
SUNDAY, 2nd JUNE.

The Company's Steamship "HEUNGSHAN,"  
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 3 p.m., landing at Canton Steamers' Wharf.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

MONDAY, 3rd JUNE.

The Company's Steamship "SUI AN,"  
Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. from WING LOK  
STREET WHARF, and returning from Macao at 4 p.m. Usual Excursion Rates.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOL-SANG" 457 tons.
---------------------------

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD. AND CHINA NAVIGATION CO., LTD. AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUHOW LINE.**

S.S. "SALNAM" 588 tons, and S.S. "NANNING" 569 tons.
--

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANTU." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.  
(143)

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 30th May, 4 P.M.
RUBI	4000	S. A. Crook	Manila, Mangarin, Hollo and Cebu	On 10th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers  
Hongkong 24th May, 1912. PHILIPPINES S.S. Co. (13)

**TOYO KISEN KAISHA**  
TRANS-PACIFIC  
WESTERN PACIFIC  
DENVER AND RIO GRANDE  
TRANS-CONTINENTAL  
TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
S.S. CHIYO MARU	21,000 tons.
S.S. SHINYO MARU	21,000 tons.

AND  
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC—DENVER AND RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourists' Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York (Transatlantic Steamers)  
and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 625.

**C. LACY GOODRICH,**  
GENERAL ORIENTAL AGENT,  
17, WATER STREET, YOKOHAMA,  
AND KING'S BUILDING, HONGKONG

**SWEDISH EAST ASIATIC CO., LTD.**  
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	About 4th July

For Freight and Further Particulars, apply to  
Telephone No. 171.  
**ARTHUR NILSSON & CO.**  
YORK BUILDING, TOP FLOOR.  
(40)

## RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at  
Hongkong according to the dates of sailing printed below.  
First-class steamers manned by European crews only.  
Low passage rates.  
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and  
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendances and  
medicaments free.

**PROJECTED SAILINGS FROM HONGKONG:**  
HOMeward. OUTWARD.

VIA	VIA
SINGAPORE, PENANG, COLOMBO, JIBUTI, HODEIDA, JEDA, PORT SAID, BEYROUT, CONSTANTINOPLE, THEODOSIA, HATOUH, ODESSA.	NAGASAKI, VLADIVOSTOK.

S.S.  
"KOURSK," 6,400 R.T. Commander G. Padalka, 16-17 June  
"PERM," 4,149 R.T. Commander J. Kahan, 27-28 July  
"NIJINOVGOROD," 3,367 R.T. Commander S. Kostrominoff, 10-11 Sept.  
"VORONEJ," 5,616 R.T. Commander Ret. Rear Admiral P. Oranovsky, 5-6 Oct.  
"KOSTROMA," 3,505 R.T. Commander V. Petrov-Tokareff, 31 Oct-1 Nov.  
"YAROSLAVL," 4,494 R.T. Commander L. Alexoff, 23-24 Nov.  
"KOURSK," 6,400 R.T. Commander G. Padalka, 21-22 Dec.

S.S.  
"PERM," 4,149 R.T. Commander J. Kahan, 13-14 June  
"MOGHILEV," 6,200 R.T. Commander J. Stokely, 14-15 July  
"NIJINOVGOROD," 3,367 R.T. Commander S. Kostrominoff, 8-9 Aug.  
"VORONEJ," 5,616 R.T. Commander Ret. Rear Admiral P. Oranovsky, 3-4 Sept.  
"KOSTROMA," 3,505 R.T. Commander V. Petrov-Tokareff, 29-30 Sept.  
"YAROSLAVL," 4,494 R.T. Commander L. Alexoff, 22-23 Oct.  
"KOURSK," 6,400 R.T. Commander G. Padalka, 22-23 Nov.  
"PERM," 4,149 R.T. Commander J. Kahan, 12-13 Dec.  
"VLADIMIR," 2,620 R.T. Commander Ret. Rear Admiral J. Stokely, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok  
Tsuruga and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express  
Trains. Also a line between Vladivostok and Kamohatka and Saghalien ports.  
For Freight, passages and further particulars, apply to  
CAPTAIN D. A. LUKHMANOFF, Agent,  
717 TELEPHONE No. 1224. HOTEL MANSONS, Nos. 12/A and 14, Third Floor.

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ AND PORT SAID.  
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 6 P.M.  
TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 4th June.  
Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap  
rates. Hongkong-Trieste, Venice, 250 lbs. 2nd Class. No surtax, no tips, no inside  
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.  
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about  
30th May.  
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for TRIESTE, FUME and  
Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUETZ,  
PORT SAID, on 31st May.  
These steamers are fitted with comfortable one class accommodation for saloon  
passengers. Cheap rates; Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor,  
Wireless Telegraphy.

**ROUND THE WORLD TICKETS ARE ISSUED.**  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back  
Sea, also to North and South America. For information apply to  
**SANDER, WIELER & Co., Agents,**  
Hongkong, 29th May 1912. Prince's Building. (155)

**MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.**

BRITISH

Alcority, despatch-boat, 1,700 tons, 4 guns, 2,000  
l.h.p. Comdr. Lamb, C.L. Shanghai.  
Arcturion, 2nd class cruiser, 4,360 tons, 10 guns  
7,000 l.h.p. Captain E. La T. Leatham,  
Shanghai.  
Atlas, admiralty tug, 615 tons, 1,400 l.h.p.  
Hongkong.  
Brabant, gunboat 710 tons, 900 l.h.p. Lieut.  
Comdr. B. E. Fitchard, Kluang.  
Britomart, gunboat, 710 tons, 900 l.h.p. Lieut.  
Comdr. W. H. Darwell, Hankow.  
Cadmus, British sloop, 1,070 tons, l.h.p. 1,400  
l.h.p. Comdr. Hugh F. F. Williams  
Hankow.  
Cambrian, 2nd class cruiser, 4,360 tons, 10 guns  
l.h.p. 7,000, Capt. J. E. Drummond, Shang  
hai.  
Cherub, water tank and tug, 350 tons, l.h.p. 340  
Master W. Smith, Hongkong.  
Clio, British sloop, 1,070 tons, l.h.p. 1,400.  
Comdr. H. R. Vesle, Canton.  
Fame, torpedo-boat destroyer, 340 tons, 6  
guns, 5,700 l.h.p. Lt. Comdr. H. S. Monro,  
Hongkong.  
Flood, 2nd class cruiser, 4,360 tons, 10 guns  
7,000 l.h.p. Captain C. F. Corbett, M.V.O.,  
Hongkong.  
Hardy, torpedo-boat destroyer 295 tons, 6 guns,  
4,000 l.h.p. Lieut. Comdr. E. Bodham  
Whelham, West River.  
Janus, torpedo-boat destroyer, 320 tons, 6 guns,  
3,900 l.h.p. Lieut. Comdr. Maxwell, Swatow.  
Kent, armoured cruiser, 9,800 tons, 14 guns  
l.h.p. 22,000, Capt. Allen T. Hunt, Hong-  
kong.  
Kinch, river gun boat, 616 tons, l.h.p. 1,200  
Lt. Comdr. H. Mayrath, Hankow.  
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400  
l.h.p. Capt. F. C. C. Pasco, Surveying Duties.  
Minotaur, armoured cruiser (flagship) Vice  
Admiral Sir A. L. Winslow, K.C.B.  
C.V.O., C.M.G.), 14,600 tons, l.h.p. 27,000  
Capt. G. C. Cayley, Hongkong.  
Monmouth, armoured cruiser, 9,800 tons, l.h.p.  
22,000, Capt. B. H. F. Bartlett, M.V.O.,  
Colombo.  
Moorhen, river gunboat, 180 tons, 2 guns  
l.h.p. 800, Lieut. Comdr. G. P. Leith,  
West River.  
Newcastle, 2nd class cruiser, 4,800 tons, turbine  
22,000 F.D., Captain George P. E. Hunt  
D.S.O., Shanghai.  
Nightingale, river gunboat, 85 tons, 240 h.p.  
Lt. Comdr. Malcolm Murray, R.N., Yang-  
tze.  
Otter, torpedo-boat destroyer, 385 tons, 6 guns  
6,300 l.h.p. Comdr. Seymour, Hongkong.  
Pegasus, protected cruiser, 2,135 tons, l.h.p.  
5,000, (7,000 F.D.), Comdr. F. H. Mitchell  
Wahaiwei.  
Prometheus, 3rd class cruiser, 2,135 tons, l.h.p.  
5,000, Comdr. P. H. Wainwright, Hongkong.  
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns  
Lt. Comdr. E. J. G. MacKinnon, Shang-  
hai.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.  
Lt. Comdr. Allan Dixon, West River.  
Rosario, depot ship for Submarines, 930 tons  
l.h.p. 1,400, Lt. Comdr. N. E. Archdale  
Hongkong.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p. Lieut. Comdr. I. A. S. H. Hutton,  
Hongkong.  
Snipe, river gunboat, 85 tons, 2 guns 240 h.p.  
Lt. Comdr. Maurice B. Leslie, Yangtze.  
Taku, torpedo boat destroyer, 305 tons, l.h.p.  
6,000, Lt. Comdr. Brickenden, Hongkong.  
Tamar, receiving ship, 4,650 tons, 6 guns  
Commodore Byre, Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, 800 l.h.p.  
Lieut. Comdr. Hon Guy Stopford, Chung-  
king.

**ON SALE.**  
A TABLE OF THE  
**RATES OF EXCHANGE**  
AT HONGKONG  
FOR  
DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver

FROM 1893 TO 1909;  
ALSO  
RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or  
Local Bookellers

**ON SALE.**  
**HONGKONG HANSAID REPORTS**  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1911.  
REVISED BY THE MEMBERS.  
PRICE - - - \$5.  
DAILY PRESS OFFICE.  
Hongkong, 6th March 1912.

**新外中港香**  
**CHUNG NGOI SAN PO**  
(Chinese Daily Press)  
PUBLISHED DAILY.  
Is the oldest and still immensurably the best  
Advertising medium among the  
Native Community.  
Established for over FIFTY YEARS  
Circulate largely throughout Southern China  
Indo-China, etc.  
For as Advertising (Translation free) can  
be obtained at the Office, 102, Des Voeux Road  
Central, Hongkong. 151, Flat 3, or, by mail  
or from the different Agents.  
Documents translated from or into Chinese  
or Colloquial Chinese











## WHY WORK ONE HOUR

If the same work can be done  
IN A QUARTER OF AN HOUR!

BUY A  
"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

**HUGO C. A. FROMM.**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 24th May, 1912.

**Kios-Cigarettes**

First class  
in quality and packing

Trade Mark & Cigaretten-Fabrik "Kios" o. E. Robert Böhme, Dresden.

Hongkong, 24th May, 1912.

**Hoehl** Extra Dry  
goût américain

OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**  
SUB-AGENT FOR HONGKONG.

Hongkong, 24th May, 1912.

## POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present  
suspended.—Hupei and Hunan.

The Buslow, with the Siberian M. it is due to arrive here to-morrow.

FOR	PER	DATE
Haiphong and Fakhel	Sungking	Thursday, 30th, 8.00 A.M.
Japan via Kobe	Tsitaroom	Thursday, 30th, 8.00 A.M.
Holhow, Haifong and Pakhoi	Michael Johnson	Thursday, 30th, 9.00 A.M.
Shanghai, North China and Japan via Kobe	Persia	Thursday, 30th, 11.00 A.M.
Batavia, Samorang and Sourabaya	Tikini	Thursday, 30th, 11.00 A.M.
Shanghai, North China and Japan via Kobe	Alcina	Thursday, 30th, 11.00 A.M.
SHANGHAI, NORTH CHINA, and JAPAN via KOBE	Dorflinger	Thursday, 30th, 11.00 A.M.
(EUROPE via SIBERIA)		
Macao	Sui Tai	Thursday, 30th, 1.15 P.M.
Amoy and Formosa	Katho	Thursday, 30th, 2.00 P.M.
Shanghai and North China	Chenon	Thursday, 30th, 3.00 P.M.
Philippine Islands	Zafiro	Thursday, 30th, 3.00 P.M.
Swatow	Peking	Thursday, 30th, 3.00 P.M.
Japan via Moji	Koji Maru	Thursday, 30th, 5.00 P.M.
Holhow and Siam		
Swatow, Amoy, Formosa and Foochow	Hatching	Friday, 31st, 10.00 A.M.
Straits, Ceylon and India via Tuticorin	E. F. Ferdinand	Friday, 31st, 11.00 A.M.
Macao	Sui Tai	Friday, 31st, 1.15 P.M.
Amoy and Formosa	Ichany	Friday, 31st, 3.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Buslow	Friday, 31st, 5.00 P.M.
Holhow	Jokoune	Saturday, 1st, 9.00 A.M.
Straits and Barynah	Fuzika	Saturday, 1st, 11.00 A.M.
Philippine Islands	Yuenang	Saturday, 1st, 1.00 P.M.
Macao	Sui Tai	Saturday, 1st, 1.15 P.M.
Straits	Dunorio	Saturday, 1st, 2.00 P.M.
Japan via Kobe	Catherine Appear	Saturday, 1st, 2.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE, via SIBERIA)	Monteagle	Saturday, 1st, 2.00 P.M.
Shanghai and North China	Livan	Saturday, 1st, 5.00 P.M.
Shanghai and North China	Hongkong	Saturday, 1st, 5.00 P.M.
Shanghai, North China and Japan via Moji	Sima	Sunday, 2nd, 9.00 A.M.
Swatow, Amoy and Tamsai	Daig Maru	Sunday, 2nd, 9.00 A.M.
Swatow	Haiman	Sunday, 2nd, 9.00 A.M.
Tientsin	Chapking	Monday, 3rd, 11.00 A.M.
Japan via Yokohama	Muttra	Tuesday, 4th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haitan	Tuesday, 4th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, via SIBERIA)	Tenyo Maru	Tuesday, 4th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via MARSILLES Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 to NOON Extra Postage 10 cents	Ernest Simons	Tuesday, 4th, 10.00 A.M.
Keelung, Shanghai, North China and Japan via Moji, Victoria and United States via Seattle	Kamikura Maru	Tuesday, 4th, 3.00 P.M.
Philippine Islands	Kafong	Tuesday, 4th, 3.00 P.M.
Swatow	Kitono Maru	Tuesday, 4th, 3.00 P.M.
Swatow	Haiman	Wednesday, 5th, 10.00 A.M.
Haiphong and Pakhoi	Mausang	Wednesday, 5th, 3.00 P.M.
	Singon	Thursday, 6th, 8.00 A.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

May 29th
On LONDON—
Telegraphic Transfer .....
Bank Bills, on demand .....
Bank Bills, at 30 days' sight .....
Bank Bills, at 4 months' sight .....
Credits, at 4 months' sight .....
Documentary Bills 4 months' sight .....
On PARIS—
Bank Bills, on demand .....
Credits, at 4 months' sight .....
On GERMANY—
On demand .....
On NEW YORK—
Bank Bills, on demand .....
Credits, at 60 days' sight .....
On BOMBAY—
Telegraphic Transfer .....
Bank, on demand .....
On CALCUTTA—
Telegraphic Transfer .....
Bank, on demand .....
On SHANGHAI—
Bank, at sight .....
Private, 30 days' sight .....
On YOKOHAMA—
On demand .....
On MANILA—
On demand .....
On SINGAPORE—
On demand .....
On BATAVIA—
On demand .....
On HAITONG—
On demand .....
On SAIGON—
On demand .....
On BANGKOK—
On demand .....
SOVEREIGNS, Bank's Buying Rate .....
GOLD LEAF, 100 fine, per tael .....
SILVER, per oz. .....

## SUBSIDIARY COINS.

per cent
Chinese .....
Chinese .....
Hongkong .....
Hongkong .....

## MAILS VIA SIBERIA.

London	Shanghai
May 11th.	May 28th.

## SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 29TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$845
China Borneo Company, Limited	50,000	\$12	all	\$10, x. div. sol.
China Light and Power Company, Limited	50,000	\$5	all	\$2.15
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$6.60
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$59, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$4	all	\$3, buyers
Shanghai Dock and Engineering Co., Ltd.	35,000	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	400,000	Tls. 100	all	Tls. 90
Green Island Cement Co., Limited	40,000	\$10	all	\$4.60
Hongkong Electric Co., Limited	12,000	\$10	all	\$23 1/2
Hongkong Hotel Company, Limited	3,000	\$50	all	\$110 1/2, buyers
Manila Metropole Hotel Limited	15,000	P. 10	all	\$71
Hongkong Ice Company, Limited	50,000	\$25	all	\$212 1/2
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$19 1/2
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, buyers
<b>INSURANCE.</b>				
Chong Insurance Office Co., Limited	10,000	\$250	all	\$223
China Fire Insurance Co., Limited	20,000	\$100	all	\$132
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350, sales
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 140, sellers
Union Insurance Society, Limited	12,400	\$250	all	\$408
Yangtze Insurance Association, Limited	12,000	\$100	all	\$192, Ex 73
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53 1/2, buyers
Maatschappij tot Mijn. Bosch en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 69, buyers
<b>MINE.</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36 1/2, buyers
Tianoh Mines, Limited	160,000	\$1	all	7 1/2, buyers
Hawwood Tin and Rubber Estate, Ltd.	725,230	\$1	all	4 1/2
Peab Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
<b>RAFFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Leason Sugar Refining Co., Limited	7,000	\$100	all	\$33, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26 1/2
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$65, L'don
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$12 1/2
Star Ferry Company, Limited	10,000	\$10	all	\$32, bu. x.
South China Morning Post, Limited	10,000	\$10	all	\$19 1/2, bu. div.
Steam Laundry Company, Limited	20,000	\$5	all	\$22
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$3, buyers
S. Watson & Co., Limited	50,000	\$10	all	\$5
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Papiers et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fliers	\$10	all	\$30 1/2
<b>RUBBER.</b>				
Para Rubber in London				4 1/4 per lb. quiet
<b>Loans.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
<b>TO-DAY</b>				
Decoration Day (U.S.A.)				
<b>FORTHCOMING EVENTS.</b>				
Saturday, 1st June—				
12.15 P.M.—A. S. Watson & Co., Ltd.				
Twenty-Seventh Annual Ordinary General Meeting at Hongkong Hotel.				
Monday, 3rd June—				
King's Birthday (1865).				
General Holiday.				
7.30 A.M.—Parade of Troops on Cricket Ground.				
Tuesday, 4th June—				
2.45 P.M.—Auction of Valuable Household Furniture at "Welburn," No. 81, The Peak, by Mr. Geo. P. Lammer.				



## TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL  
WARRANT awarded our Company  
for Milk."



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CONDENSED MILK.  
STERILIZED NATURAL  
MILK.  
EVAPORATED CREAM.

ON SALE AT ALL STORES.

## SHERRIES.

Marques del Meritos Sherries are famous all over the world  
for their Superb Quality and Flavour. We have also Sherries  
from Buckingham Palace (bearing the Royal Seal) which cannot  
be equalled in the East.

Prices to suit all, from \$1 to \$10 per Bottle.

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Telephone No. 135.

IMPORTANT TO ENGINEERS.  
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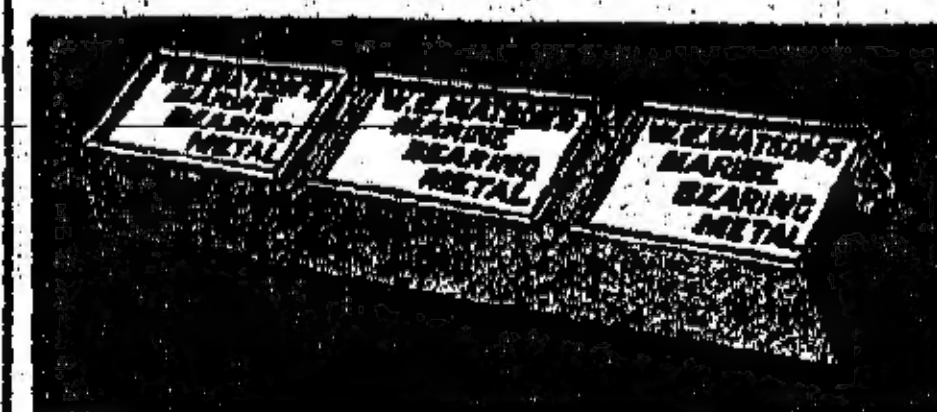
"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

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